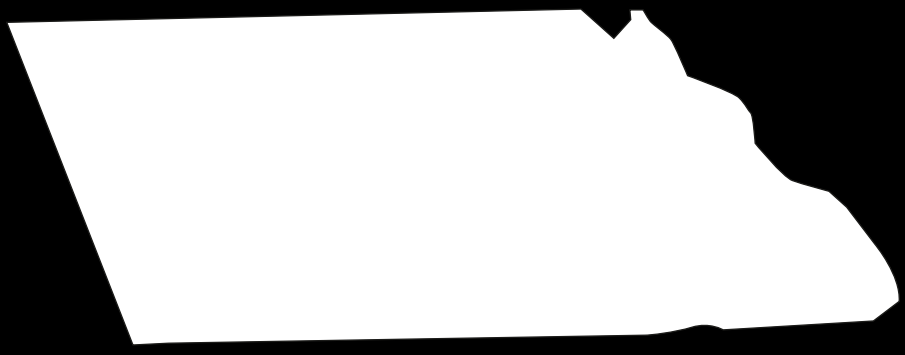
Logan Square Open Space Plan

Increasing and Improving Parks in the Logan Square Community Area



City of Chicago • Richard M. Daley, Mayor
Department of Planning and Development • Denise Casalino, Commissioner
Department of Transportation • Miguel d'Escoto, Commissioner

Chicago Park District
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Dear Chicagoans:

The Logan Square Open Space Plan provides a blueprint for increasing the amount and improving the quality of open space in the Logan Square community on Chicago's Northwest Side. Encompassing more than 3.5 square miles, the community is one of 77 community areas in the city and includes the neighborhoods of Logan Square, Palmer Square and Bucktown.

As one of Chicago's most densely developed areas, Logan Square has the least amount of open space per capita of any Chicago community area except South Lawndale. The majority of its open space is along wide, tree-lined boulevards bordered by grand homes and apartment buildings, many dating to the early decades of the 20th century. Tightly spaced working-class homes of similar vintage fill other residential blocks, while the area's commercial corridors are lined with shops, banks and small businesses. Acreage for traditional open spaces, such as parks and ball fields, is well below minimum standards.

To improve the quantity and quality of open space in the community, the Logan Square Open Space Plan identifies several opportunities, including the development of a recreational trail along an abandoned rail line, creative use of open space near the Kennedy Expressway, and improvements that restore the historic integrity and usability of both Logan and Palmer squares.

The plan was created through the close collaboration of community residents and businesses with the City of Chicago's Department of Planning and Development (DPD), the Chicago Park District (CPD) and the Chicago Department of Transportation (CDOT). When implemented, over fifteen acres of new open space prescribed by the plan, in addition to facility enhancements at existing locations, will provide residents with increased recreational opportunities and also improve the aesthetics of the Logan Square community.

Sincerely,

Richard M. Daley
Mayor

History of the Logan Square Community Area

Early Settlement

Logan Square's first settlers took advantage of vast open spaces that characterized the Chicago region in the early 19th century. The first, Martin Nelson Kimbell, arrived in 1836 and established a 160-acre farm in the area bounded today by Fullerton, Diversey, Hamlin and Kimball avenues. In 1843, Justin Butterfield established an 80-acre farm in the area bounded today by Kedzie, Diversey and Milwaukee avenues. A wagon trail through the Kimbell property served as the initial catalyst for development. In 1848, the Northwest Plank Road Company surfaced the trail with three-inch thick boards, providing a direct link to both downtown Chicago and the city of Milwaukee, for which the road was eventually named. Small businesses sprang up along the route and led to Logan Square's first major growth spurt.

Portions of Logan Square were annexed into Jefferson Township in 1850 and the city of Chicago in 1863. The remainder of the community was annexed by the city between 1887 and 1889. Water and sewer systems appeared soon after, along with more paved streets.

Rail and Streetcar Development

The creation of the plank road on Milwaukee was the first in what would become a trend for Logan Square: Each new piece of transportation infrastructure precipitated change. By 1870, a Chicago, Milwaukee & St. Paul Railroad station near Diversey and Rockwell provided direct rail connections to downtown Chicago and Milwaukee. In 1872, the Chicago & Pacific Railroad started work on a grade-level freight and commuter line along what is today Bloomingdale Avenue. The line served numerous businesses, including coal and lumberyards, blacksmiths and tanneries, and provided passenger boarding stations at Kimball and California avenues. By 1915, the line was raised above grade for safety and access purposes. Mostly inactive since the year 2000, the line forms the southern border of the Logan Square community.

The establishment of electric cable cars on Milwaukee and the construction of an elevated rail line in 1895 further contributed to several decades of booming real estate growth associated with transportation improvements. A local periodical reported the considerable interest in the community by thousands of potential residents because of Logan Square's "most central position in the system." Additional rail expansion continued through much of the century, including stations for regional commuters at Armitage and Ashland avenues, and at Fullerton Avenue and Pulaski Road, before culminating in the late 1960s with the construction of a below-grade rapid transit station at Logan and Kedzie boulevards. It was designed by the late Myron Goldsmith of Skidmore, Owings and Merrill.

Boulevards

Logan Square possesses 2.5 miles of the city's 26-mile boulevard system. Entered in the National Register of Historic Places in 1985, the system includes the community's Humboldt, Kedzie, and Logan boulevards, as well as the formal Palmer Square and Logan Square, which serve as system focal points.

Lined with mostly high-end residential development, the boulevards represent 19th century planning initiatives to separate work from play and businesses from residences. They were designed as pleasure drives linking regional parks, which created an impressive, leisurely landscape that complimented adjacent, majestic residences. Unlike other portions of the citywide boulevard system, Logan Square's boulevards included multi-unit buildings designed in similar architectural styles as neighboring mansions. While the boulevards were residential in character, several churches and ornate commercial structures in Logan Square added to their civic and religious monumentality.

In the 1890s, the boulevards were improved with a classic, European form proposed by Fredrick Law Olmstead: a central carriage drive separated from side drives for delivery carts. In sharp contrast to the rest of the city where unimproved

dirt roads were common, the boulevards provided carriage owners with a smooth and comfortable ride on compacted stone amid landscaped medians and formal lines of trees. The boulevards were also designed to accommodate public art, such as the Illinois Centennial Column commemorating the state's 100th anniversary, at Logan and Kedzie boulevards.

In 1927, the boulevards were improved again with expanded grounds, landscaping, parking and, around Logan Square, electric lighting. Other improvements included asphalt paving, widened intersections, viaduct improvements at Bloomingdale, and the extension of Kedzie Boulevard.

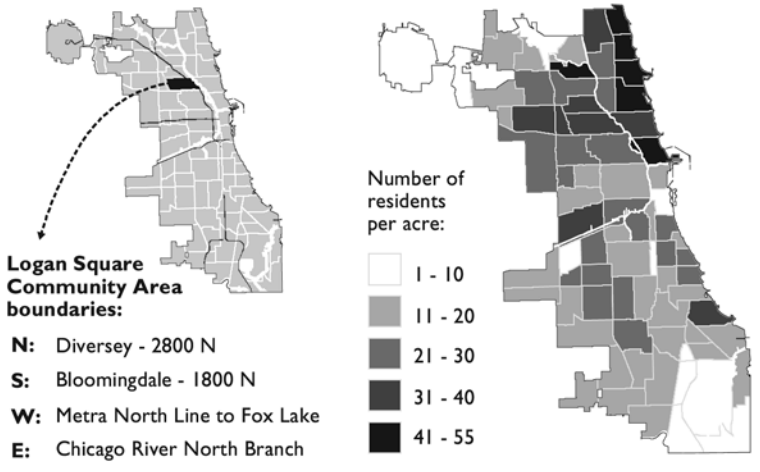
Social and Cultural Changes

Following advances in transportation and infrastructure, the first two decades of the 20th century saw an explosion of growth in Logan Square. Norwegians, Swedes, Danes, Germans, Irish, English and Russians began to settle. When the community population peaked at more than 100,000 people in the 1930s, Poles were the dominant ethnicity and remained so until the 1960s, when a significant Puerto Rican population moved in, along with immigrants from Cuba, Mexico and other Spanish-speaking countries.

Expressway, Decline and Rejuvenation

The community's population began to wane in the 1950s as many city residents, reflecting national, post-war trends, moved to the suburbs. Other Logan Square residents were displaced by the construction of the Kennedy Expressway (I-90/94). Unlike the other elements of transportation infrastructure that precipitated growth spurts, the expressway, though beneficial for many local industries, disturbed the residential fabric of the community and contributed to population losses. "For rent" signs multiplied in shop windows along Fullerton and Milwaukee, and many buildings began to deteriorate due to lack of investment and use.

Fig. 1 COMMUNITY AREAS LOCATION & POPULATION DENSITY


Logan Square Community Area boundaries:
N: Diversey - 2800 N
S: Bloomingdale - 1800 N
W: Metra North Line to Fox Lake
E: Chicago River North Branch
Number of residents per acre:
1 - 10
11 - 20
21 - 30
31 - 40
41 - 55

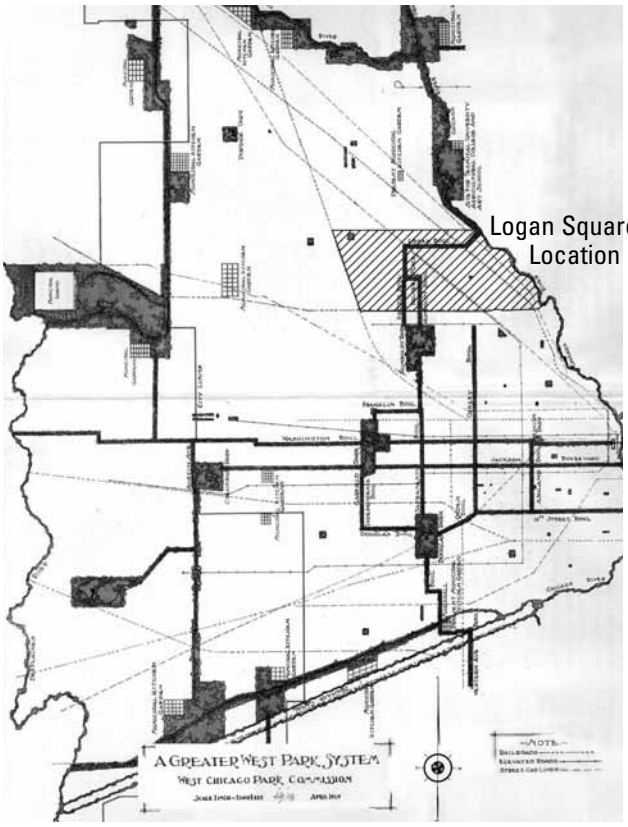
Population Data Source: Census 2000

In 1963, the Logan Square Neighborhood Association was formed with the goal of improving existing housing and developing a cohesive community spirit. By the mid-1970s, signs of rejuvenation began to occur as high gasoline prices and the increasing cost of nearby, suburban housing helped stem the exodus. By the late 1980s, real estate investors were rehabilitating the community's vintage housing stock, especially for new residents attracted to the area's historic character and transportation amenities. The trend continued into the 1990s. More recently, new homeowners took advantage of low interest rates and the area's proximity to downtown to invest in the community. As of 2000, Logan Square's population was growing again, albeit slightly, with a population of 82,715.

Today, the community is a vibrant mix of young and old residents and new and established businesses, all coexisting in a historic, urban environment that's poised for the future. The Logan Square Open Space Plan aims to continue that trend by providing residents, workers and visitors with more open space.

Previous Open Space Planning for Logan Square

Fig. 2 From *A Greater West Park System*

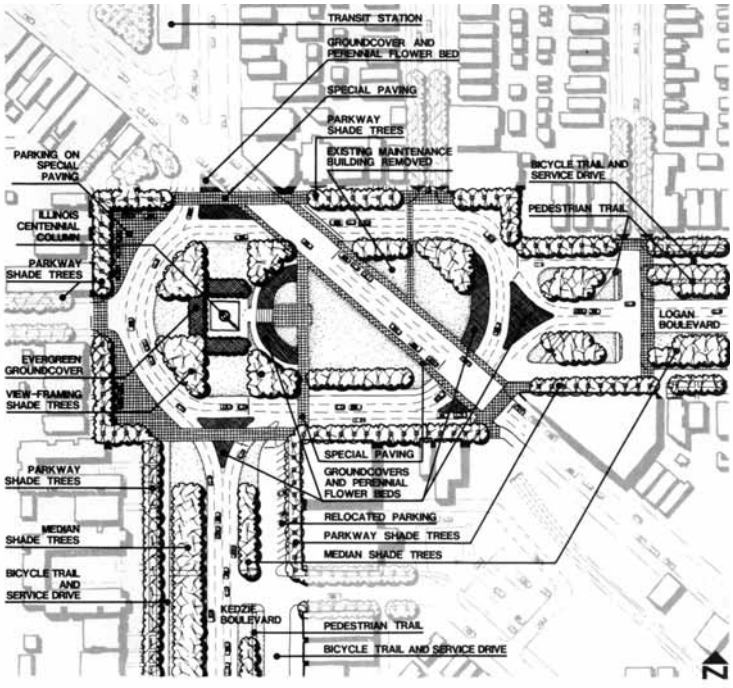


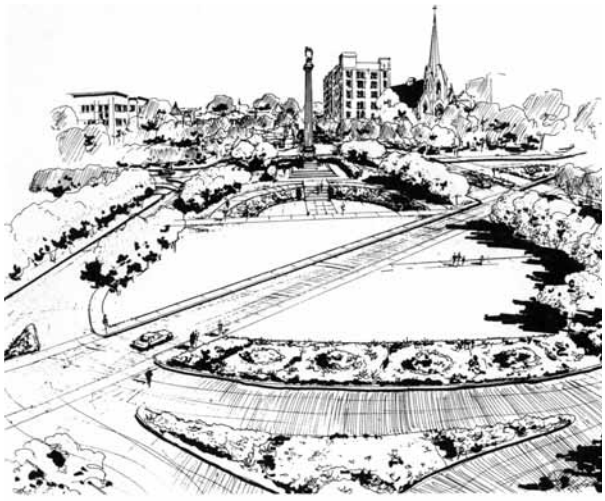
Other than the boulevard system, few plans were ever implemented to provide for Logan Square's open space needs.

In 1919, landscape architect Jens Jensen published *A Greater West Park System*, a plan (Fig. 2) that prescribed parkland along the Chicago River on the community's eastern edge. The demand for industrial space, however, eclipsed the concept and the area evolved instead as an industrial corridor.

The 1989 City of Chicago plan *Life Along the Boulevards* (Fig. 3) helped increase awareness of the boulevards as a system and highlighted Logan and Palmer squares as important elements of that system. The plan detailed historic landscape treatments used along Humboldt, Kedzie and Logan boulevards and proposed sympathetic updates to the landscape plantings. Authors of the plan noted that the boulevards are used for a variety of recreational uses, but that the "mix of these activities is often far from ideal." Recognizing the boulevards as a valuable recreational resource for the city, the authors recommended that the City of Chicago and the Chicago Park District "jointly explore the feasibility of transferring the boulevards back to the Park District."

Fig. 3 From *Life Along the Boulevards*





Rendering and design recommendations for Logan Square

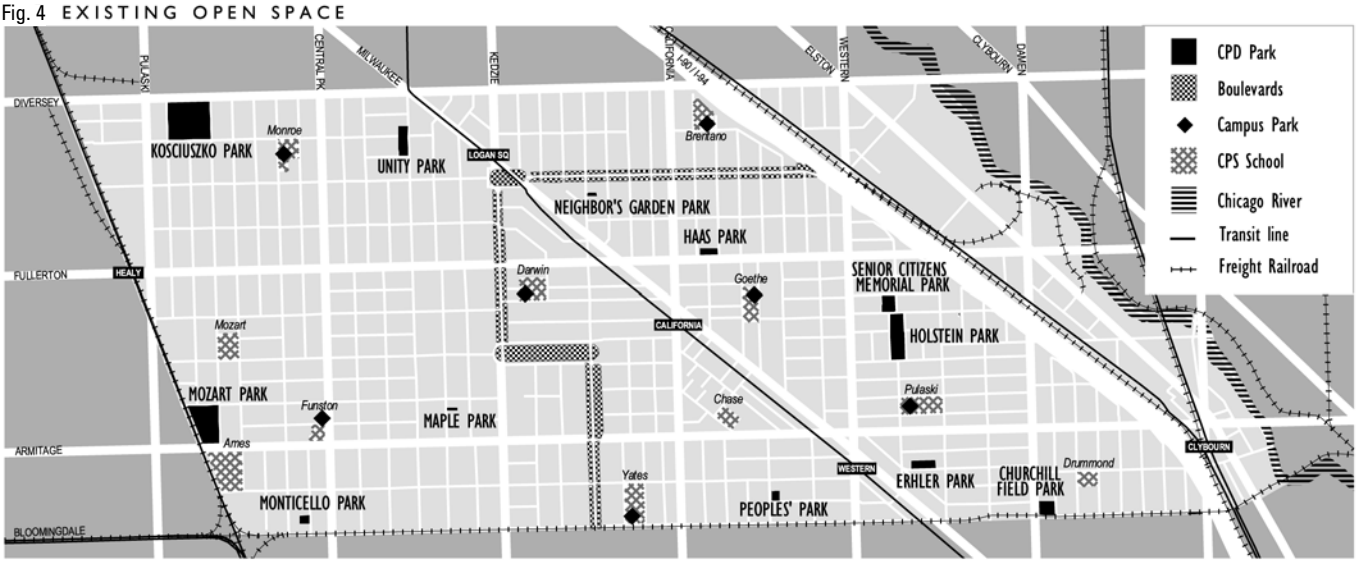
In 1990, the *Chicago Park District Land Policies Plan* pinpointed 110 city blocks within Logan Square that were underserved by open space and highlighted the limited opportunities for park expansions. The recommendations made for expanding Unity Park were pursued. In addition, recommendations were made for improving existing parks and partnering with schools to better use asphalt school grounds as a way to help compensate for the lack of space.

In 1993, the Chicago Park District acknowledged again the lack of new opportunities for park development but identified a few small parcels that were available, as well as recommending an operating agreement with Logan Square's Brentano Elementary School. The parcels were too small for park sites and the one undeveloped small parcel owned by the Park District has become Neighbor's Garden Park, a park maintained by nearby residents.

In 1998, the intergovernmental *CitySpace* plan assessed the public open space inventories of every Chicago community and established a minimum acceptable standard of two acres of open space per 1,000 residents. Using 1990 census data, the plan's analysis of Logan Square indicated .6 acres for every 1,000 residents. An updated analysis using 2000 census and parkland figures indicated slight improvement, but Logan Square still needs 99 acres of public open space to meet the city's minimum standards. The poor ratio escalated the City of Chicago's and the Chicago Park District's effort to find creative ways to address the shortage.

Existing Open Space

Fig. 4 EXISTING OPEN SPACE



Most of Logan Square's public open spaces are passive areas designed to provide beauty and respite, such as the Department of Transportation–owned boulevard system, which accounts for more than 36 of the community's 62 total open space acres. The remainder is almost entirely located in the Chicago Park District–owned parks of Kosciuszko, Unity, Haas, Senior Citizen's Memorial, Holstein, Erhler, Churchill, People's, Mozart, Neighbor's Garden, Monticello and Maple (See Appendix I).

In addition to a general need for more open space, the community is in particular need for outdoor recreation places like ball fields, playgrounds, and hiking and biking trails. As for indoor recreational facilities, which fall outside the scope of the Logan Square Open Space Plan, Logan Square falls within the top 30% of community areas in number of indoor recreational facilities provided.

As of 1996, a successful technique for adding green space to densely developed communities has been through the Campus Park Program, which was recommended by the *CitySpace* plan and is funded by the City of Chicago, Chicago Park District, and Chicago Public Schools. The program replaces concrete and asphalt on public school property with grass and gardens. Since the program started, 100 campus parks have been completed, including areas at Darwin, Funston, Goethe, Monroe, Pulaski, and Yates schools in Logan Square. The work added six acres of greenspace to the community's open space inventory (Fig. 5&6).

Another recommendation of the *CitySpace* plan was to increase the number of community managed open spaces in Chicago's neighborhoods. The City owns thousands of small, vacant lots on residential blocks that could be converted into community gardens and parks. This spring, From the Ground UP, a program of Faith in Place, in partnership with Whipple Concerned Alliance of Neighbors, applied to the Chicago Botanic Garden for assistance in developing a community garden on the vacant city-owned lot at 2056 North Whipple.

Other Logan Square open space improvements in recent years involve the expansion of the Park District's Unity Park by .21 acres.These improvements have not solved the open space need in the community. But now public open space has been provided within walking distance for some residents who previously had no parks nearby (Fig. 5&6).

Fig. 8 OPEN SPACE SERVICE AREAS BEFORE DEVELOPMENT OF CAMPUS PARKS

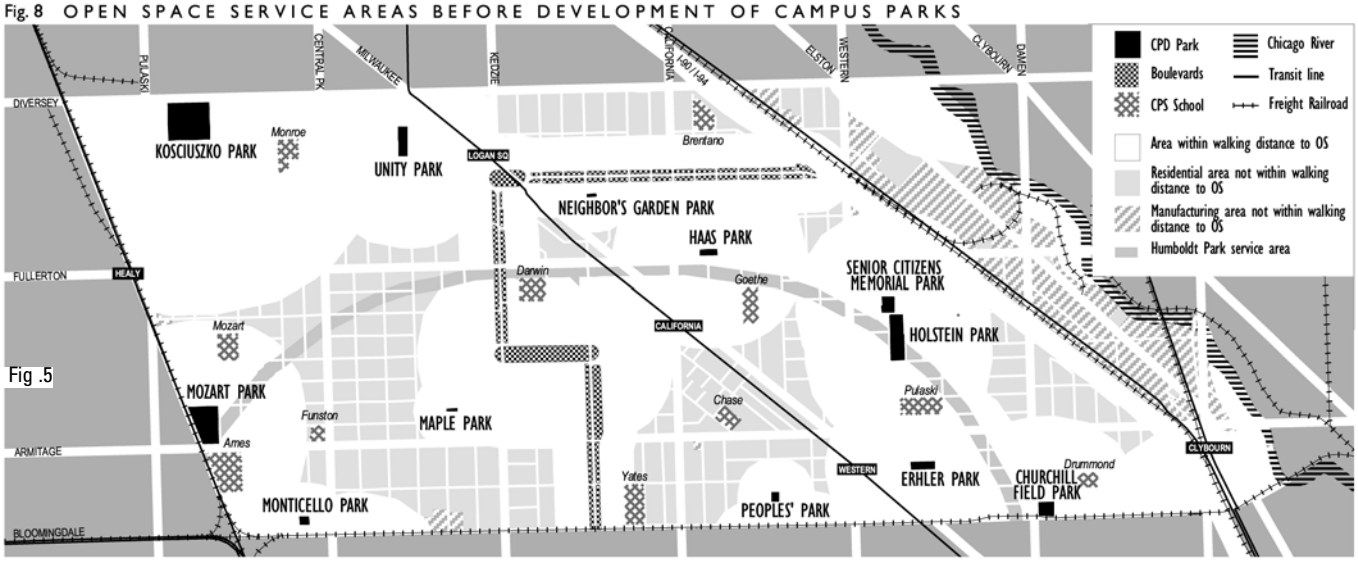


Fig .5

Fig. 9 OPEN SPACE SERVICE AREAS AFTER DEVELOPMENT OF 7 CAMPUS PARKS

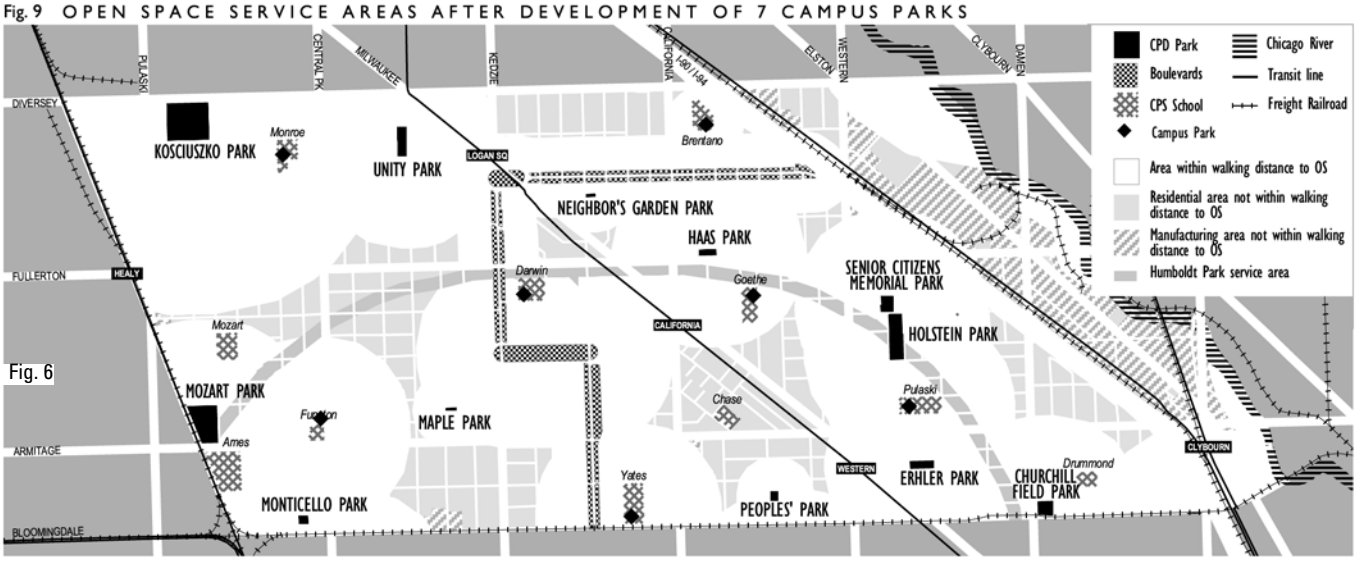


Fig. 6

Guiding Goals and Planning Process

Due to the resistance of public agencies and residents to acquiring and demolishing residential buildings to create more open space, the Logan Square Open Space Plan only considers existing vacant land for conversion to public open space. The primary goals of the plan are to:

1) Increase the amount of public open space with parks, plazas, gateways, greenways and other outdoor areas.
2) Improve the quality of existing open space and add more opportunities for active recreation.
3) Investigate recreational and open space opportunities along the unused Bloomingdale rail line.
4) Work with the community when buildings or tracts of land go on the market in areas not served by open space to assess the feasibility of these sites for open space.

The planning process started in October 2002 and proceeded through the following phases:

Step 1. Research and Outreach

DPD staff gathered census data and analyzed it for demographics, density, and age distribution throughout the community (Fig. 7 & 8). Patterns of commercial and industrial development were studied and inventoried (Fig. 9), especially vacant property along Milwaukee, Fullerton, and Armitage avenues that could potentially be acquired by public agencies and converted to public use.

Fig. 7 POPULATION DENSITY

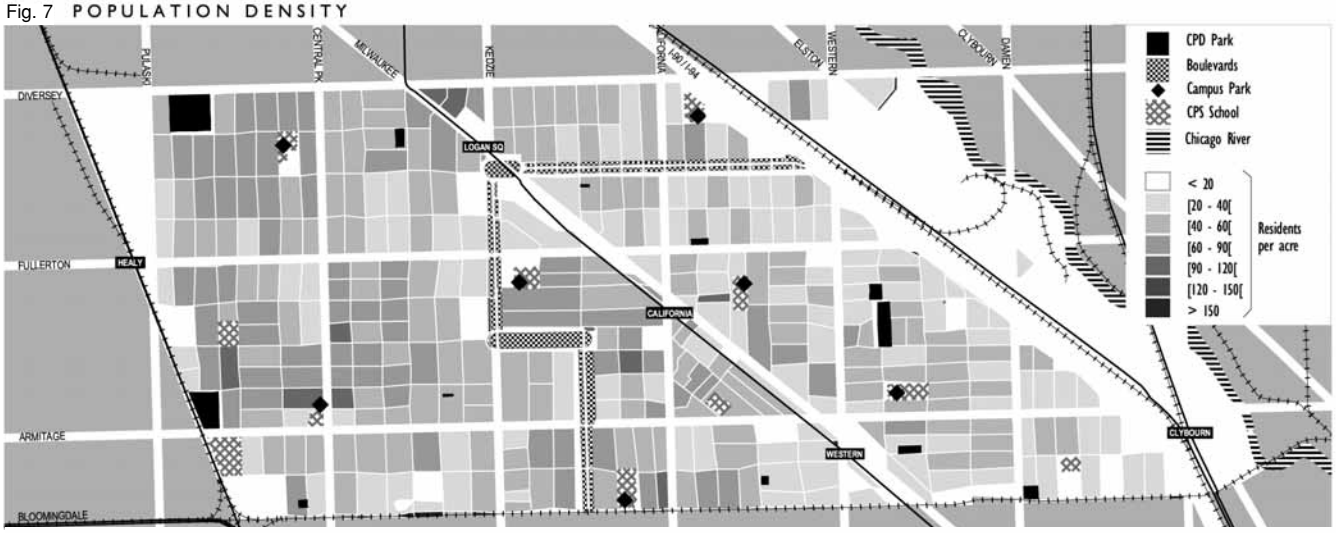


Fig. 8 CHILDREN DENSITY

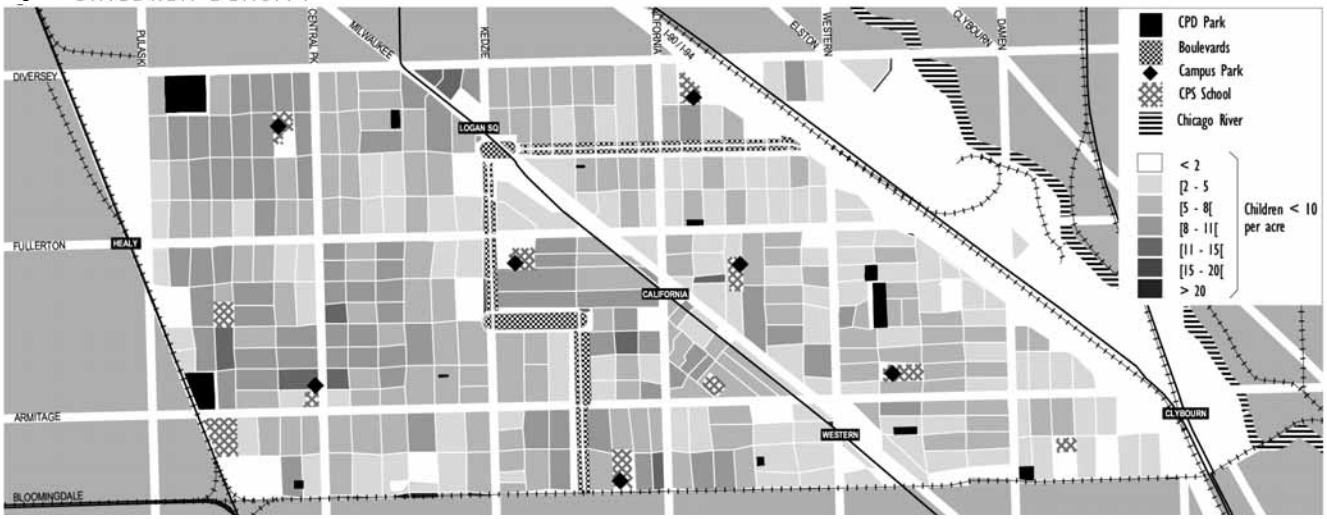


Fig. 9 EXISTING LAND USE

Concurrently, planning staff worked with community organizations, aldermen, and others to spread the word that a new initiative would address the area's open space shortage. Flyers and posters announcing meeting times and locations were printed in English and Spanish and distributed at libraries, parks, churches, schools, residences, offices, and other locations. Press releases were sent to neighborhood papers and direct mail and email was sent to community organizations, individual participants, and other affected parties. The DPD web page also posted all meeting dates, topics, and related maps.

Meanwhile, field studies were used to identify public land use behavior, such as the public's use of random neighborhood spaces for dog walking and other uses.

Step 2. Initial community feedback

At the kick-off meeting held in November 2002, community residents joined DPD and CPD staff to examine research data and strategize improvements. Participants divided into five small groups to discuss needs and opportunities in different sections of the community. Among the issues raised were: a need for more children's play spaces, creation of bike routes and safe walking routes through the neighborhoods, increased access to the Chicago River, needed upgrades to Logan and Palmer squares, improved use of boulevards, more spaces for dogs in parks, and the need to upgrade existing parks.

Step 3. Chicago Department of Transportation (CDOT) joins the planning process.

DPD and Park District requested the assistance of CDOT after the November 2002 community meeting since many of the area's open space issues involve the boulevards, bike routes and trails using rail lines. CDOT agreed to join the planning process in order to make a cohesive plan.

Step 4. Focus Groups (See Appendix II)

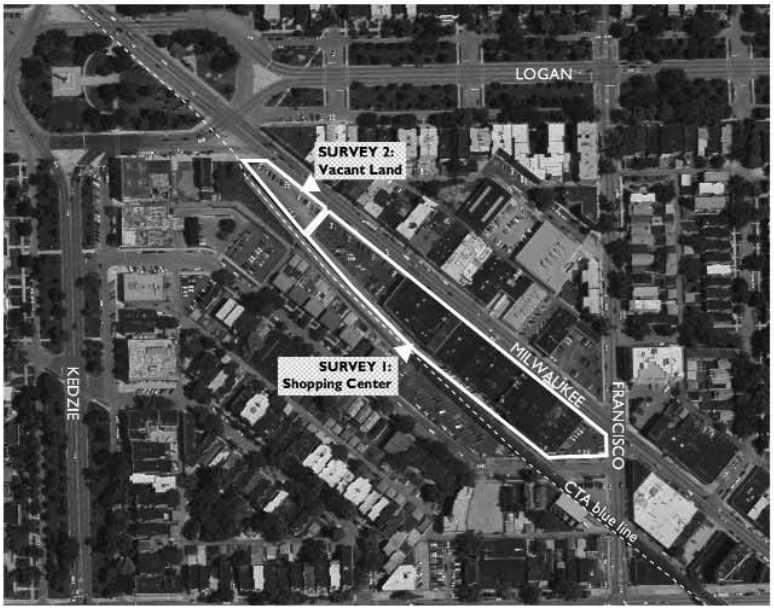
Throughout January and February of 2003, community members and planning staff held 10 public meetings to focus intensively on specific geographic areas and specific open space opportunities. The meetings provided intimate settings for community members to explore in detail ideas and issues that would have been lost in a larger forum.

Step 5. Survey Work

Two surveys were conducted in early 2003 to assess the public's perception of two community sites suggested by the focus groups that could potentially be converted to open space use.

In March, research staff surveyed business owners, shoppers, and pedestrians near a shopping center on the 2500 block of North Milwaukee Avenue. The survey asked more than 30 people about the value and utility of the shopping center, known as the "Mega Mall," to the community. In general, both patrons and vendors were positive about the presence of the center except for a perception of inadequate parking and management concerns.

Fig. 10 SURVEY SITES



In April, another survey was conducted over a three-day period at the Logan Square CTA station to determine suggested uses for a piece of vacant, public land at the southwest corner of Milwaukee Avenue and Logan Boulevard where the elevated line goes underground south of the station. The most common of more than 200 suggestions was its conversion to a park, although a concern over potential crime and vagrancy was expressed. Suggested uses to hinder such activity were to activate it with people-intensive uses, such as programming for teens, amenities for families, and space for an outdoor market.

Step 6. Survey of Park District facilities

A survey of Chicago Park District facilities was also undertaken during the spring of 2003. The Department of Planning and Development distributed 500 bi-lingual surveys at Chicago Park District field houses throughout Logan Square. Staff at the field houses were to distribute the surveys to patrons that came into the field houses. Completed surveys were to be returned to any Park District facility. It was hoped that the survey would provide some insight into everyday park users that were not attending community meetings.

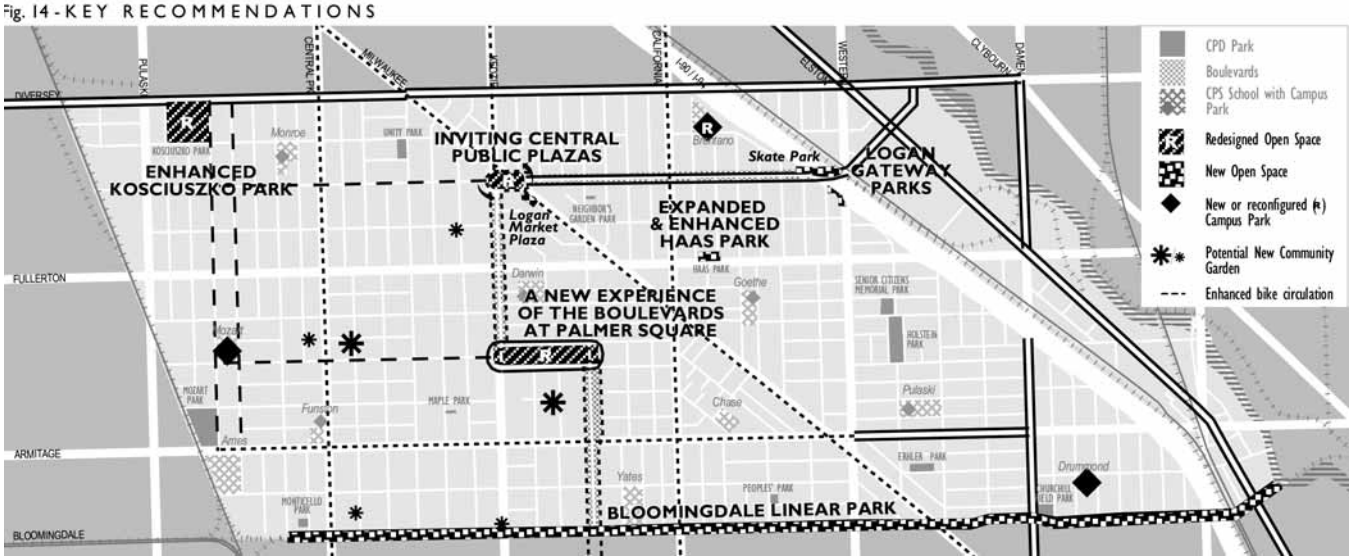
Ten percent of the surveys were completed. Although not representative of the entire community or all park patrons, the surveys show an existing interest in CPD programs and the facilities that the programs are held in. Most of the patrons heard about CPD programs via word of mouth or from their neighbors. The surveys indicated that patrons would like to see their indoor facilities improved. An overwhelming majority, 92% of the respondents, felt that parks are important to their community and 89% felt that there is a need to increase the parks/open space in their neighborhood. The majority of the surveys were from Haas Park patrons.

Step 7. Draft plan is released.

In Spring 2003, all planning partners met to review recommendations and to finalize a draft of the plan for public review. The draft was released in June 2003, with eleven specific recommendations.

Key Recommendations

Fig. 14 - KEY RECOMMENDATIONS



Recommendations:	New Open Spaces Acres
1. New Campus Parks	TBD
Mozart Elementary School	—
Drummond Elementary School	—
2. Improve and Expand Palmer Square	0.5
3. New Logan Gateway Parks	1.6
Artesian & Western Park	*0.75*
Skate Park (Logan & Expressway)	*0.85*
4. New Bloomingdale Linear Park	12.4
5. New Safe Pedestrian & Bicycle Connections	—
6. Redesign Logan Square	TBD
7. New Market Plaza	0.4
8. New Community-Managed Open Space	0.26
2214-2220 N. Drake Ave./3545 W. Lindale	*0.14*
3041 W. Dickens Ave.	*0.12*
9. Improve Kosciuszko Park	—
10. Improve and Expand Haas Park	0.22
11. Reconfigure Brentano Campus Park	TBD
TOTAL:	15.38

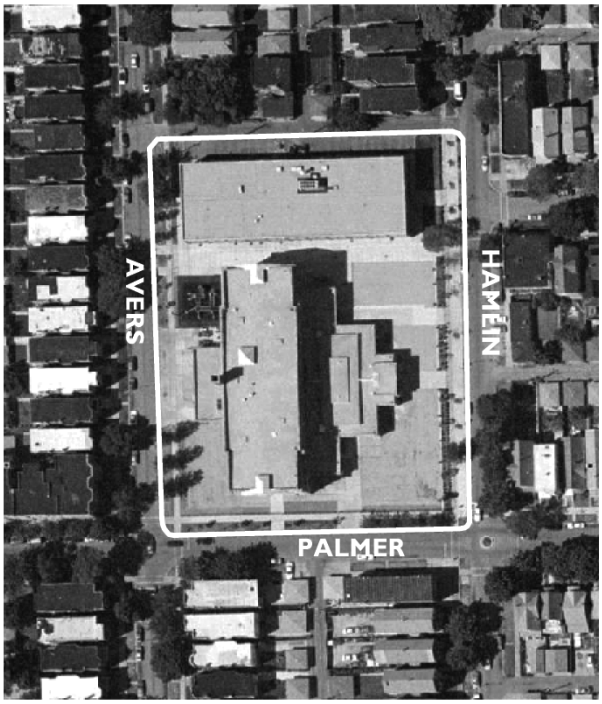
1. Create New Campus Parks

At least two additional schools in Logan Square could be included in the Campus Park program: Mozart Elementary School, 2200 N. Hamlin Avenue; and Drummond Elementary School, 1845 W. Cortland Avenue. The conversion of the school's asphalt grounds to grass and play areas with other natural surfaces would provide neighboring residents with a new form of nearby open space, provide a healthier environment for students, and help mitigate artificial temperature increases caused by heated asphalt during warm weather.

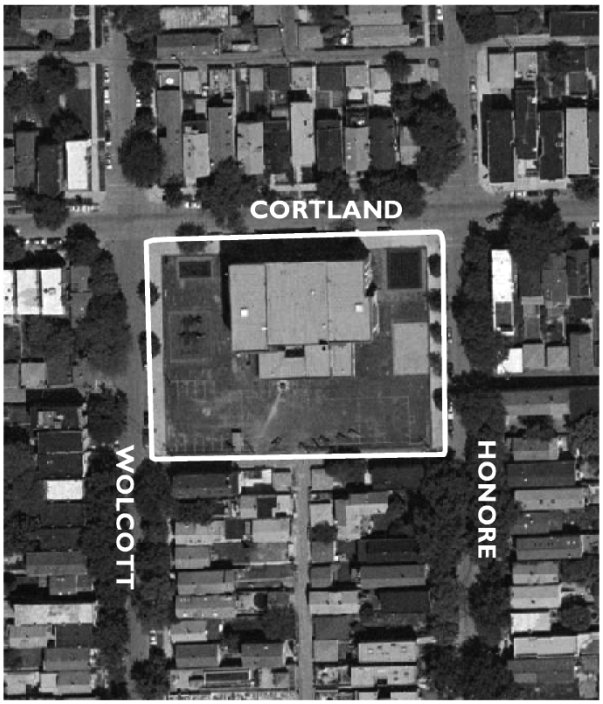
Potential new open space—**the amount of open space to be provided will be determined through a community design process for the campus park**

Existing Conditions

Mozart Elementary School



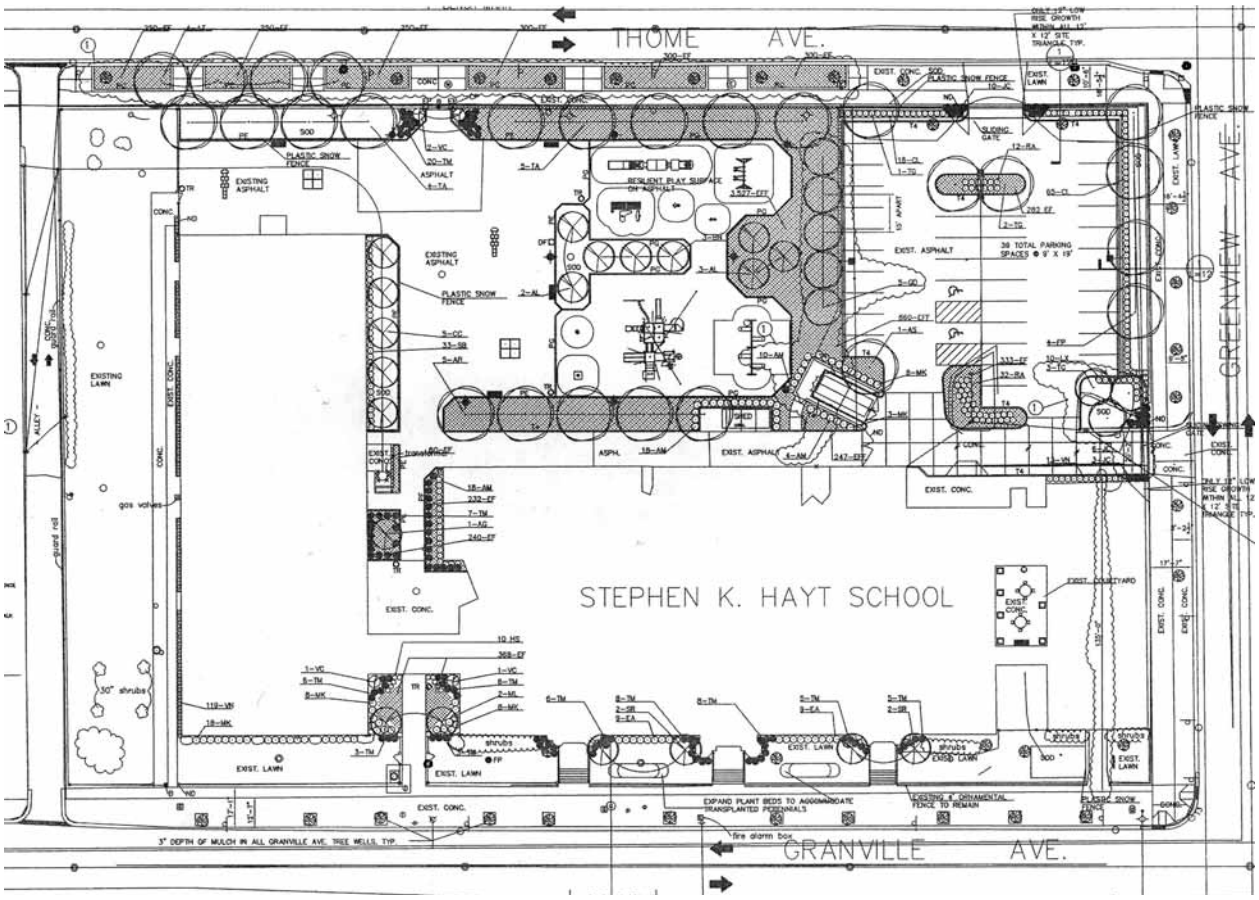
Drummond Elementary School



Example of New Design

Stephen K. Hayt Elementary School Campus Park

Located at 1518 West Granville Ave. (Built in 2000)



Next Steps

- Include Mozart School in the 2004 Campus Park Program.
- Include Drummond School in 2005 Campus Park Program.

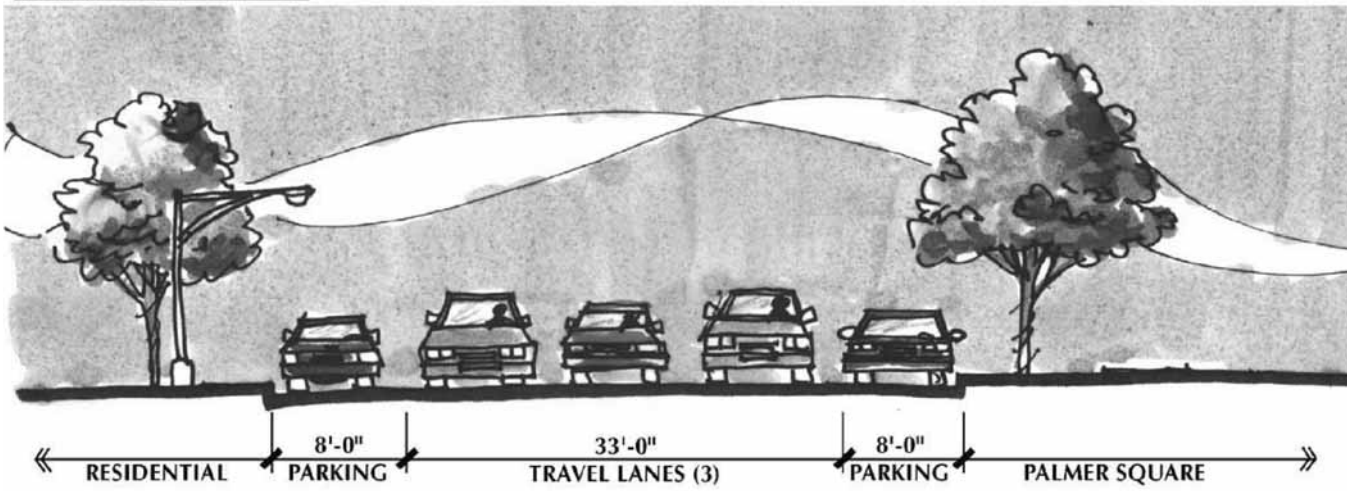
2. Improve and Expand Palmer Square

More usable space at Palmer Square could be created through parking redesign and the reduction of adjacent east-west streets from three lanes to two. Green space on the existing site could be activated with a new playground and hard and soft trail systems. The semi-circle areas east of Humboldt Boulevard could be reconfigured to improve the parking for nearby institutions and west of Kedzie Boulevard to create a potential dog friendly area.

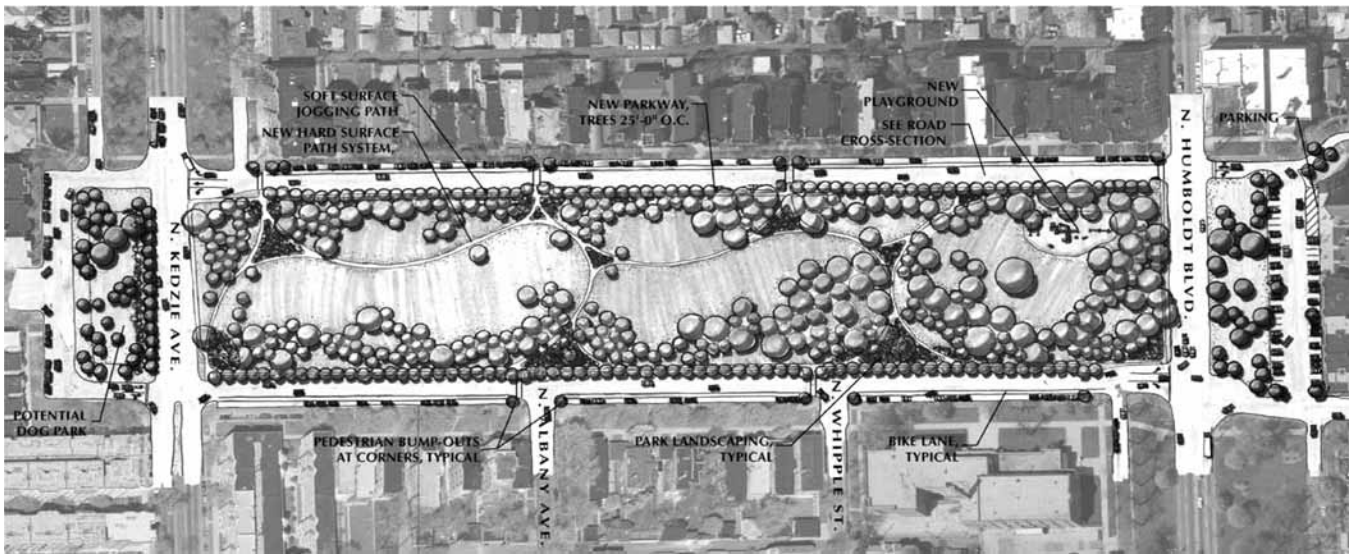
Potential new open space—**.5 acres through lane reduction**

Existing Conditions

Existing Cross-Section

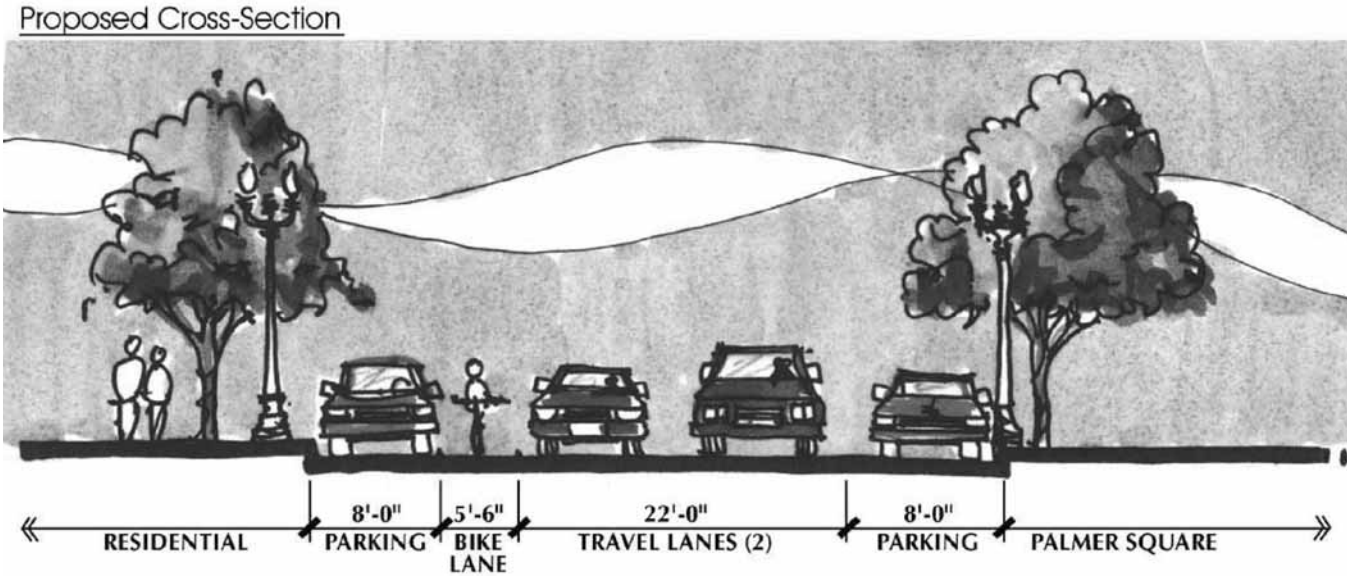


Examples of New Design



Next Steps

- Study parking and traffic patterns and make recommendations regarding potential expansion. Increased pedestrian activity at Palmer Square will require safe passage for pedestrians so careful consideration should be given to mid-block crossings. A 24 hour vehicle count should be taken to ensure that two lanes can handle the traffic. If feasible design and construction costs could be added to CDOT's capital program.
- Explore ownership transfer of the site to CPD for maintenance and management as parkland.



3. Create New Logan Gateway Parks

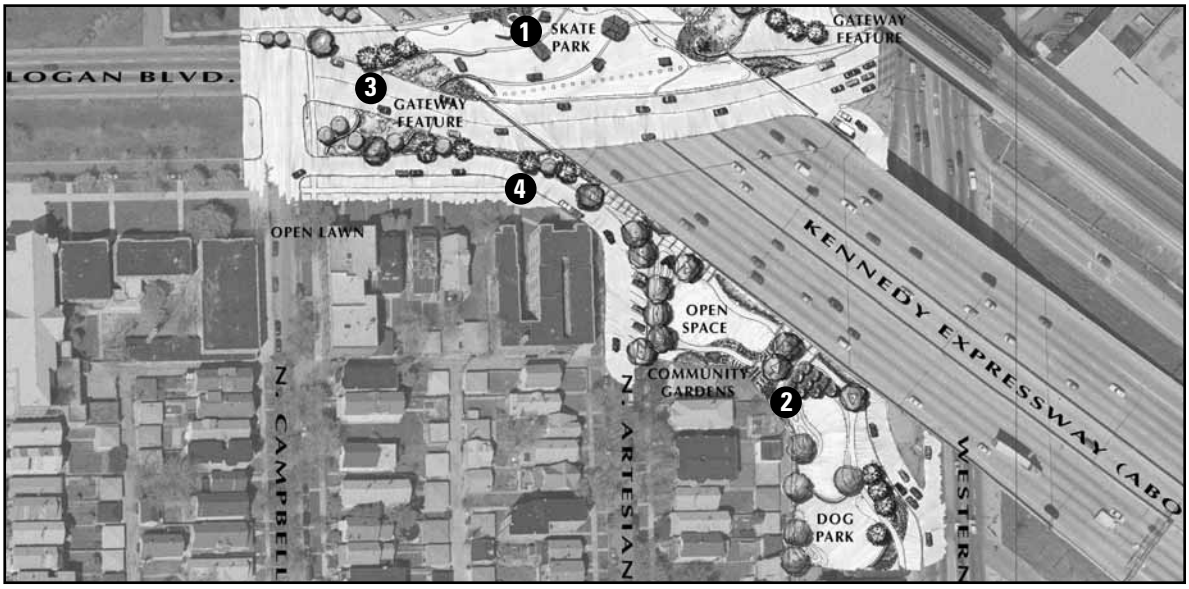
Vacant land at Artesian Avenue and Logan Boulevard could be converted to park space. The improved location could serve as a gateway to Logan Boulevard, with improved landscaping east and west of the underpass and possibly a skate park below the highway. The vacant land south of Logan Boulevard between Artesian and Western could be developed with community gardens, an orchard and space for dogs.

Potential new open space—**1.6 acres**

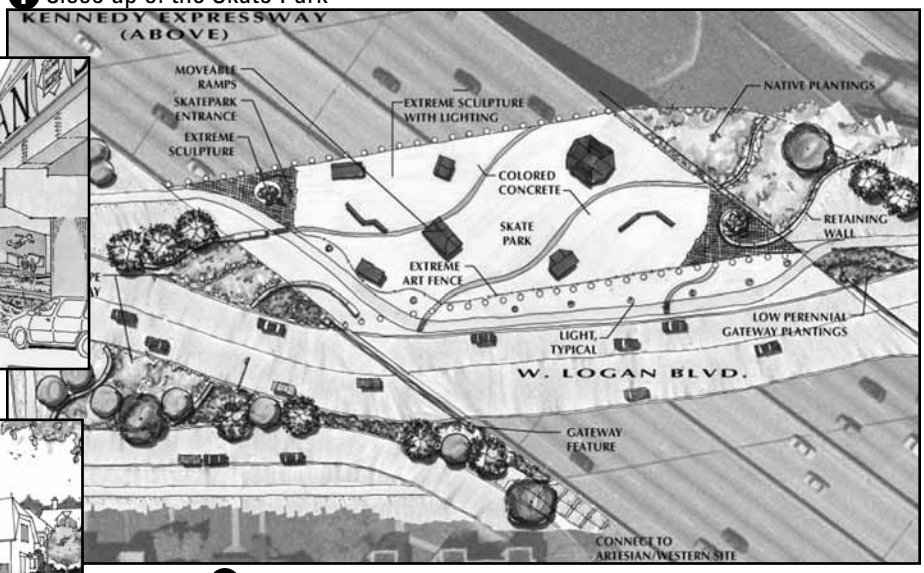
Existing Conditions

LOGAN GATEWAY PARKS

Examples of New Design

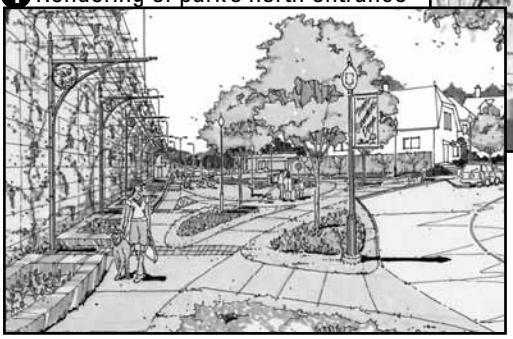


1 Close up of the Skate Park

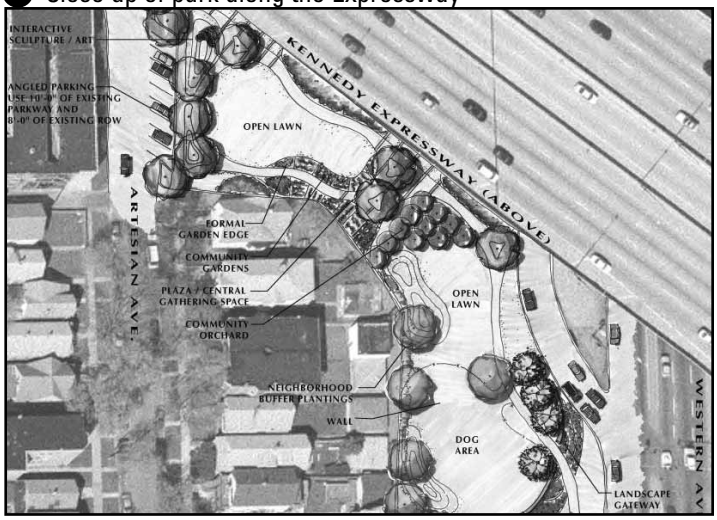


3 Rendering of the Gateway feature

4 Rendering of park's north entrance



2 Close up of park along the Expressway



Next Steps

- Explore ownership transfer to CPD from the Illinois Department of Transportation.
- Identify funding for construction.
- Work with local residents on park design.
- CDOT to review plans to ensure sight distances for drivers are checked and there is safe pedestrian access.

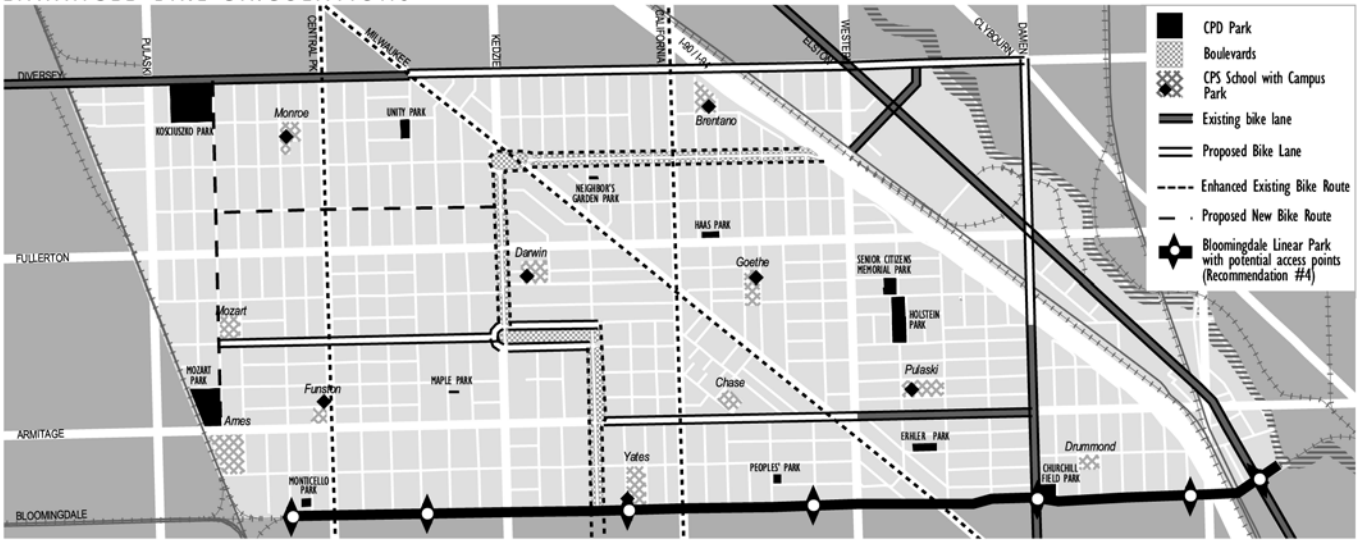
5. Create More Bike and Pedestrian Ways to Connect Parks and Boulevards

The development of new bikeways combined with improvements to existing ones could provide recreation and transportation alternatives for area residents and workers. Safe pedestrian connections and enhanced bike circulation could also improve access to existing and proposed parks and to the boulevards.

On the west side of the community area, a new bike route could connect Kosciuszko Park, Mozart Elementary School (proposed campus park site), Mozart Park and Ames Elementary School.

It is also recommended that the boulevards could be safely accessed through new bike routes on Wrightwood Avenue and Palmer Street (access to proposed re-designed Palmer Square), and an enhanced bike route on Armitage Avenue. Safe pedestrian and bike connection should be provided to all Bloomingdale Linear Park access points.

ENHANCED BIKE CIRCULATIONS



Suggested locations

All bikeway limits are only within the geography of the Logan Square Open Space Plan. The full length of the bikeway may go beyond the scope of this geography.

PROPOSED BIKE LANE:
5' to 6' wide section on each side of the street reserved for bicycle use, identified with special pavement markings and signs.

- Diversey Avenue (between Milwaukee Avenue and Damen Avenue)
- Damen Avenue (between Diversey Avenue and Webster Avenue)
- Armitage Avenue (between Humboldt Boulevard and Western Avenue)
- Around Palmer Square (see Recommendation #2)
- Logan Boulevard (between Milwaukee Avenue and Western Avenue)

PROPOSED ENHANCED EXISTING BIKE ROUTE:
Cars and bikes share the street; Pavement marking and signs bring potential cyclist presence to drivers' attention, provide distance and directions to cyclists. In some cases, pavement markings can also provide more space for bicyclists on the roadway. However, a designated bike lane is not provided.

- Kedzie Boulevard (between Diversey Avenue and Palmer Boulevard)
- Humboldt Blvd. (between Palmer Boulevard and the Bloomingdale)
- California Avenue (between Diversey Avenue and the Bloomingdale)
- Milwaukee Avenue (between Diversey Avenue and the Bloomingdale)
- Central Park Avenue (between Diversey Avenue and the Bloomingdale)
- Armitage Avenue (between Avers Avenue and Western Avenue)

PROPOSED NEW BIKE ROUTE:

- Avers Avenue (between Diversey Avenue and Armitage Avenue)
- Hamlin Avenue (between Diversey Avenue and Armitage Ave.)
- Wrightwood Avenue (between Avers Ave. and Kedzie Boulevard)
- Palmer Street (between Avers Ave. and Kedzie Boulevard)

Next Steps:

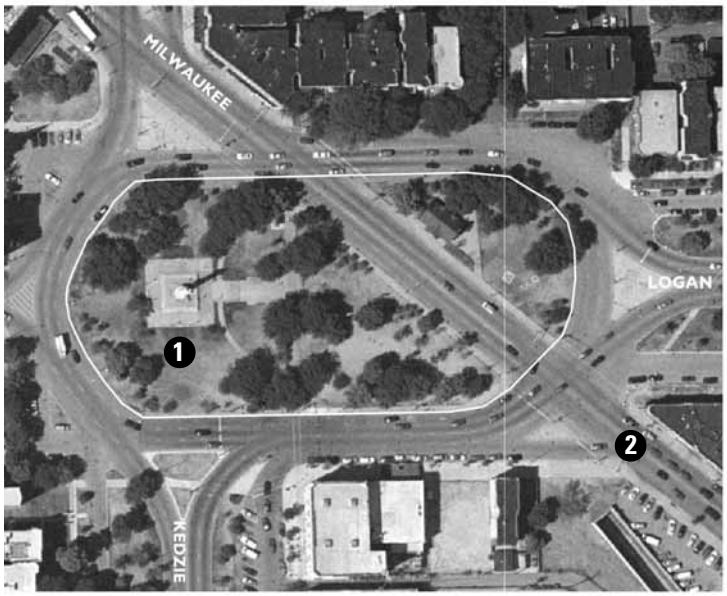
- CDOT to investigate feasibility of the recommended location enhancements. If possible, design and construction costs could be added to CDOT's capital program.
- CDOT to investigate the feasibility of other bikeways that connect users to all Bloomingdale access points.
- CDOT to identify demand and provide bicycle parking at all locations, potentially including long-term bicycle parking at campus parks and Chicago Park District field houses. Identify funding. If possible, costs could be added to CDOT's capital program.
- CDOT to investigate existing pedestrian conditions at access points/routes to all open spaces and recommended improvements. If possible, costs could be added to CDOT's capital program.

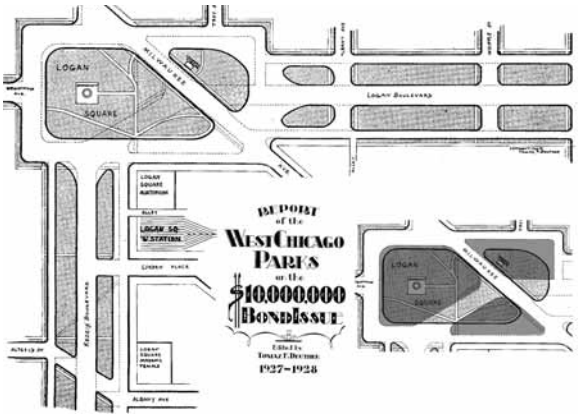
6. Redesign Logan Square

The redesign of Logan Square, coupled with traffic calming techniques, could make the area around the Illinois Centennial Column more conducive to passive open space activities. Milwaukee Avenue could be rerouted around the monument, similar to a European rotary, providing an opportunity to join the two parcels that now constitute Logan Square. In addition to needed restorations of historic lighting on the site, an existing comfort/maintenance station on the site could be converted to a concession building to provide more amenities for site users. Some members of the community did not believe a rotary would actually calm traffic. Others proposed an alternative—make the rounded edges of the existing Logan Square parcels angular and restore land at the periphery to expand green space.

Potential new open space—**to be determined after agreement on design**

Existing Conditions

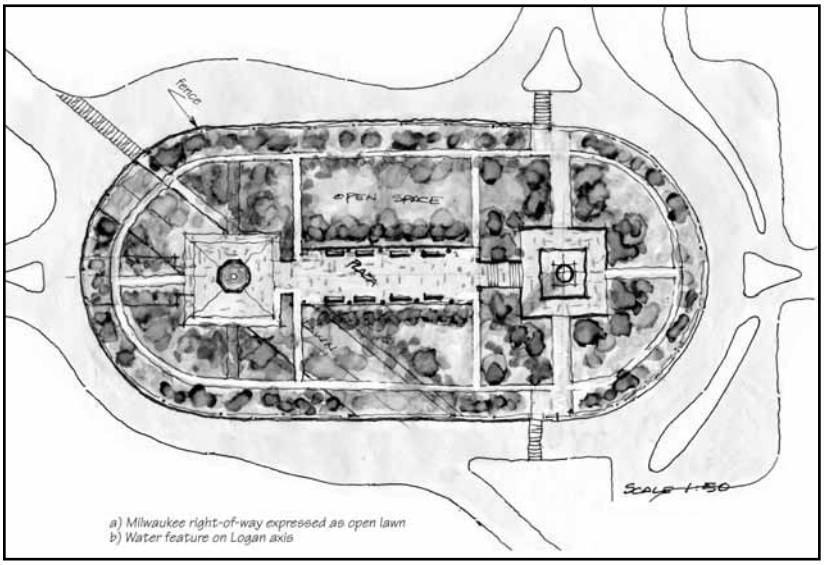




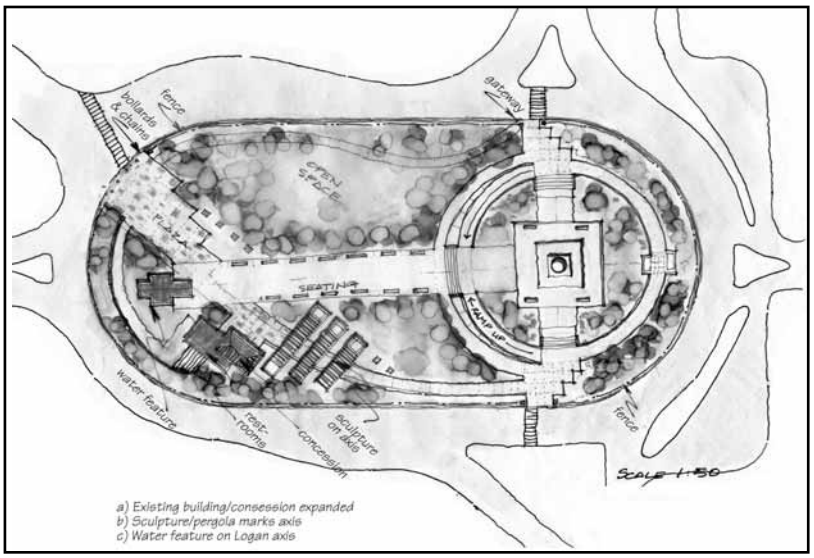
❶ Illinois Centennial Monument, Logan Square

❷ Logan Square from Milwaukee

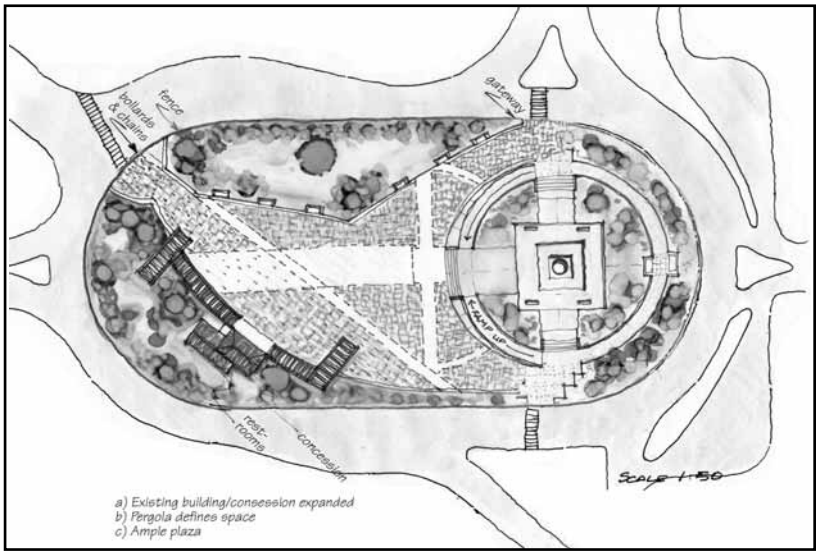
Examples of Rotary Design



a) Milwaukee right-of-way expressed as open lawn
b) Water feature on Logan axis



a) Existing building/concession expanded
b) Sculpture/pergola marks axis
c) Water feature on Logan axis



a) Existing building/concession expanded
b) Pergola defines space
c) Ample plaza

Next Steps

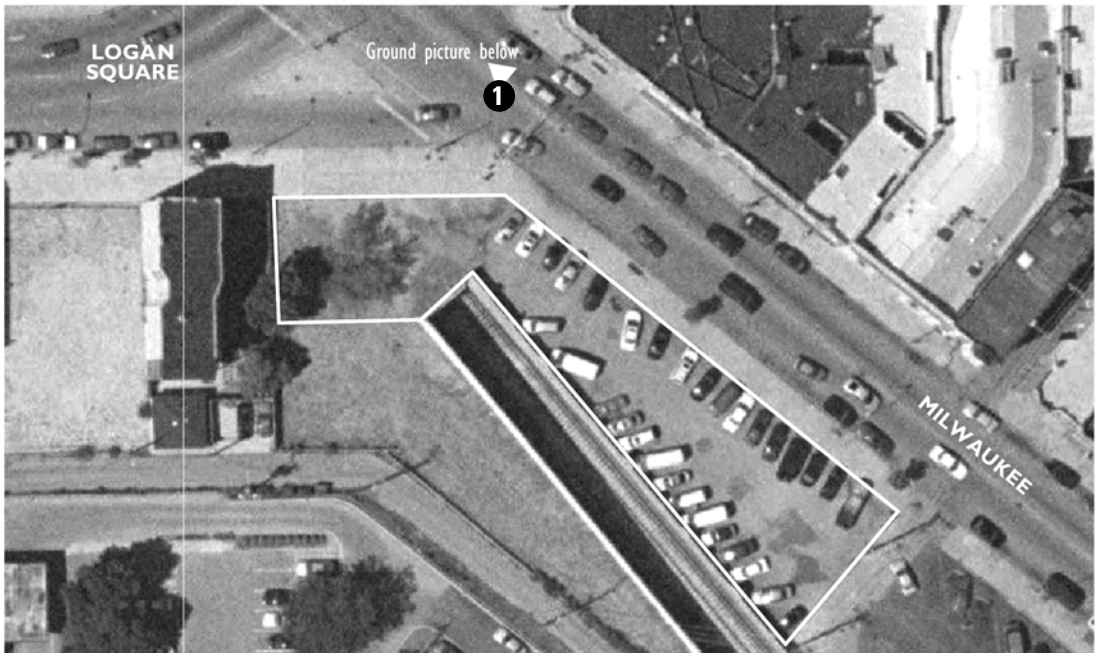
- Analyze the feasibility of re-designing the rotary and/or other improvements. If feasible and desirable, design and construction costs would be added to CDOT's capital program.

7. Create a Market Plaza

A public plaza could be created near the Logan Square subway station at Milwaukee Avenue and Logan Boulevard where the elevated line goes underground south of the station. This vacant land owned by the Chicago Transit Authority (CTA) could be developed as a plaza and serve as a farmer's market location catering to transit users and local residents.

Potential new open space—0.4 acres

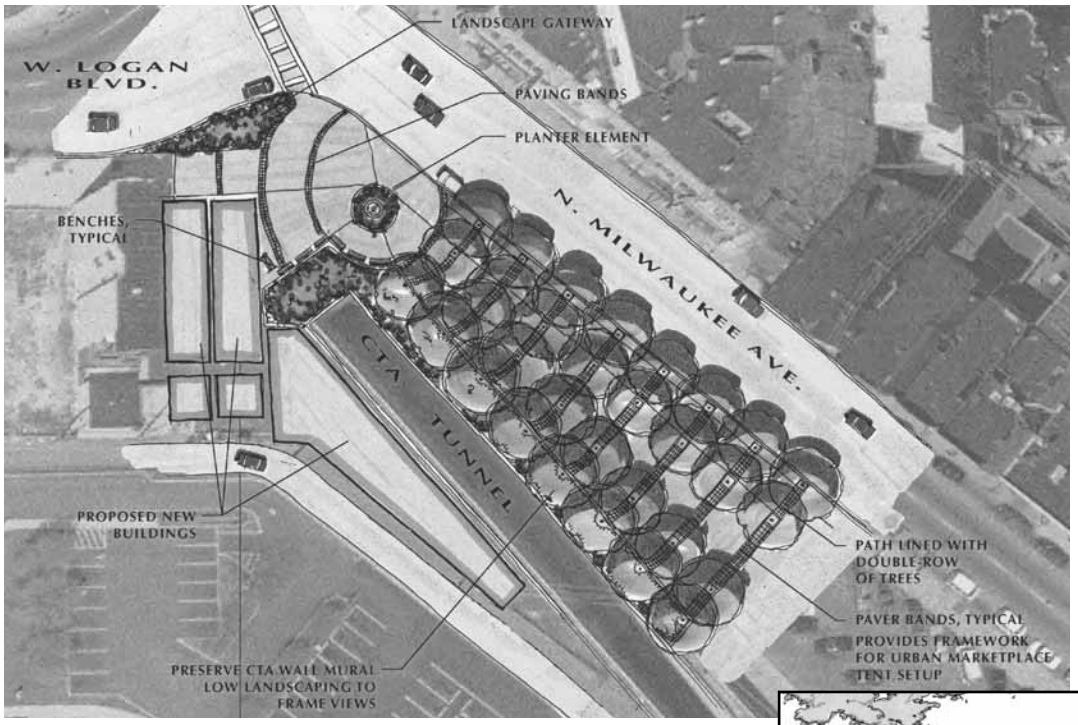
Existing Conditions



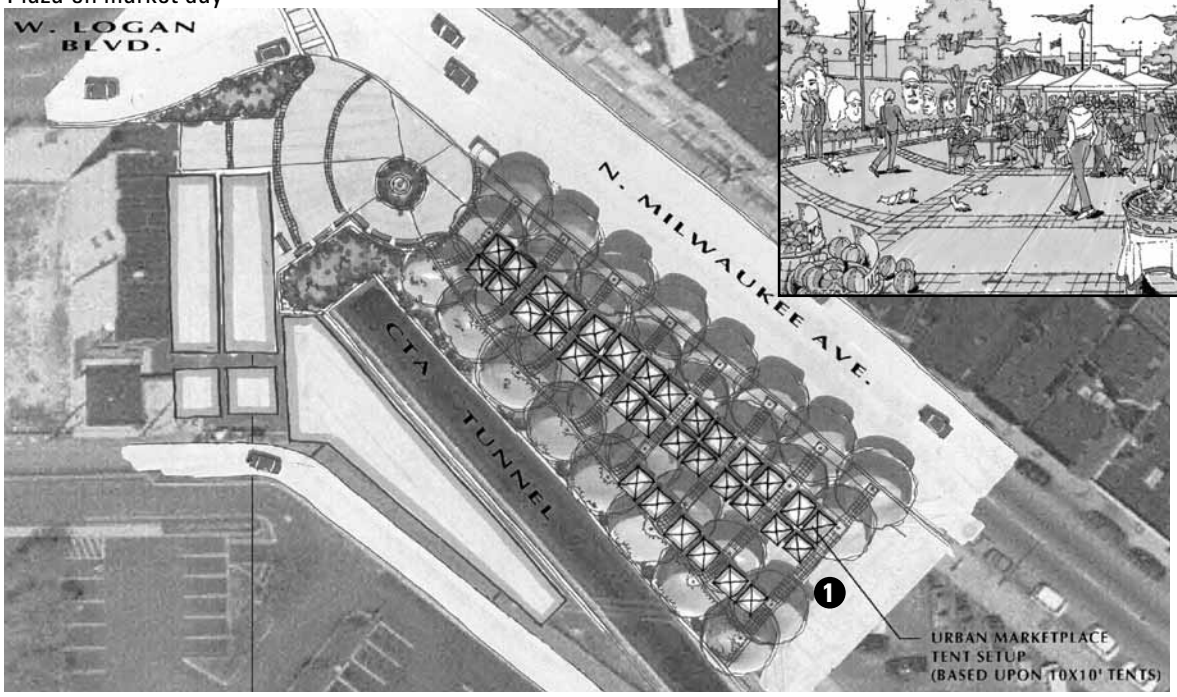
1 Market Plaza site from Logan Square

Examples of New Design

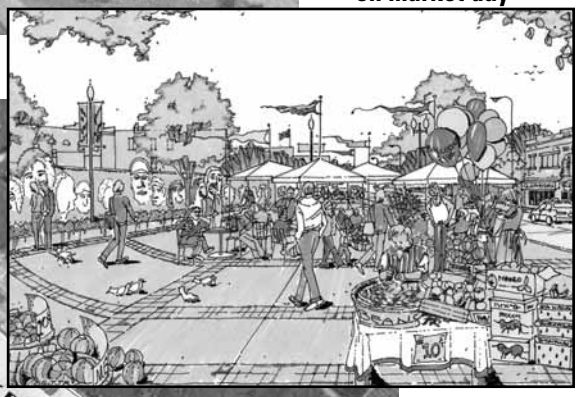
Plaza without market



Plaza on market day



1 Rendering of Plaza on market day



Next Steps

- Pursue a lease from the CTA.
- Address parking issues.
- Identify management entity for the site.
- Identify funding to design and implement the project.
- Design and implement safe pedestrian crossing.

8. Create Community-managed Open Spaces

Community-managed open spaces could be created by local residents using city-owned vacant land. The Chicago Department of Environment GreenCorps program and the Chicago Botanic Garden offer financial and technical assistance to block clubs and neighborhood organizations interested in developing community open spaces. Once developed, groups can apply to NeighborSpace, a non-profit land trust, to acquire the land from the City to ensure its long-term use as a neighborhood open space.

Potential new open space for short term sites: **0.26 acres**

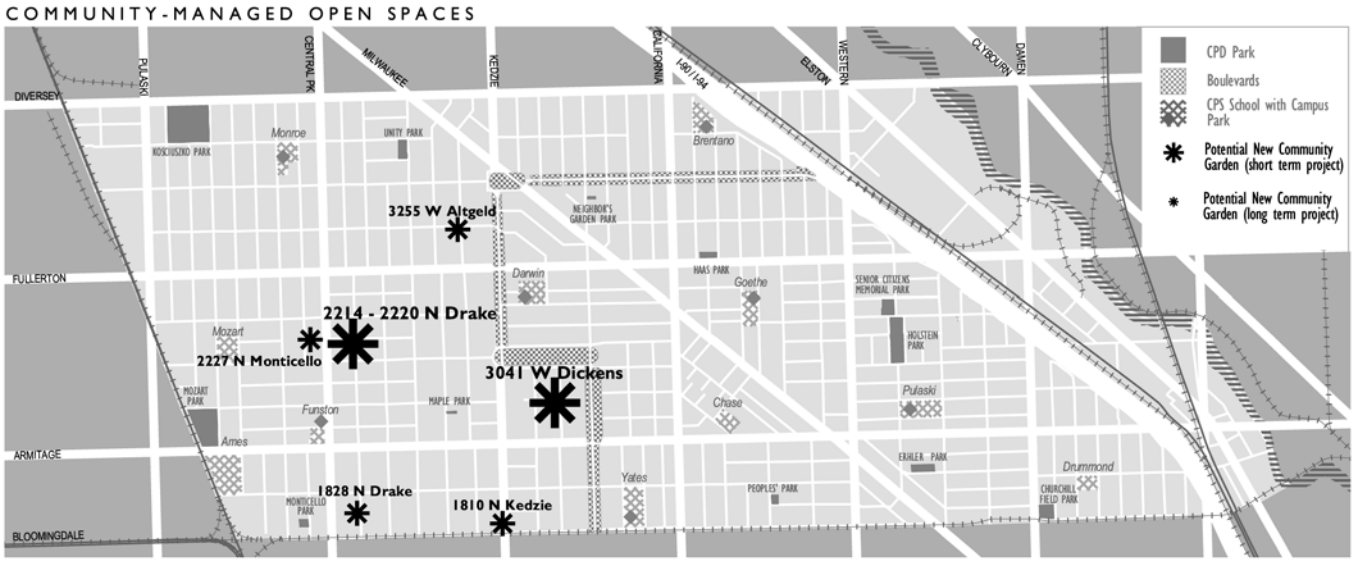
Recommended City-owned sites

Short Term

3041 W. Dickens Avenue
2214–2220 N. Drake Avenue

Long Term

1810 N. Kedzie Avenue
2227 N. Monticello Avenue
1828 N. Drake Avenue
3255 W. Altgeld Avenue



Next Steps

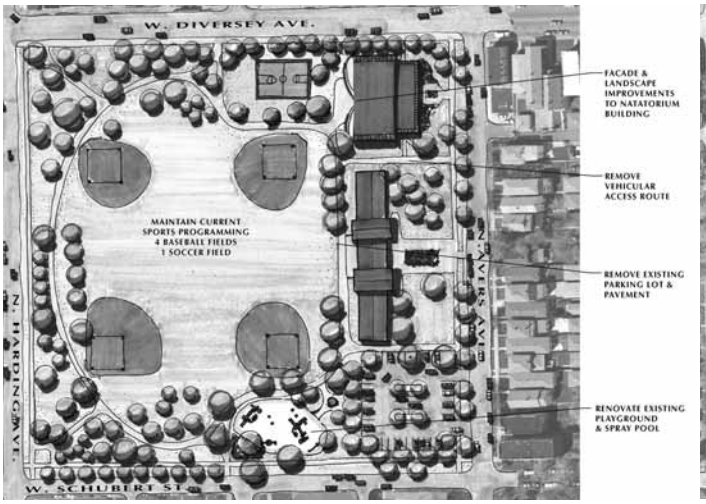
- For sites listed under short term a group has expressed interest in developing a community managed open space. Information on the programs that offer assistance will continue to be distributed to the interested groups.
- For sites listed under long term no group has expressed an interest to the City to use the land for a community managed open space. Non-profit organizations such as Openlands Project, which works with neighborhood groups to plan for and build small open spaces, could partner with the other greening organizations to try and identify and assist a group in the vicinity of each of the long term sites.

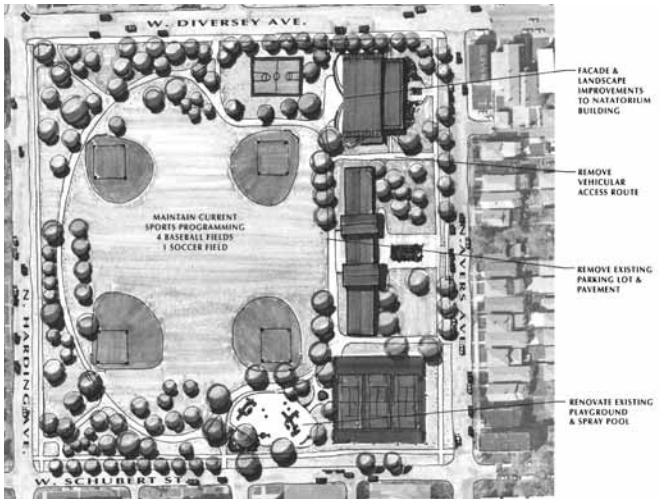
9. Improve Kosciuszko Park

The open space and facilities at Kosciuszko Park could be enhanced in several ways, including the establishment of a designated parking area, improved playground equipment, and improved programming that meets the needs of area residents. The façade of the natatorium could also be upgraded to provide a more inviting atmosphere.

Existing Conditions

Examples of New Design


W. DIVERSEY AVE.
FACADE & LANDSCAPE IMPROVEMENTS TO NATATORIUM BUILDING
REMOVE VEHICULAR ACCESS ROUTE
MAINTAIN CURRENT SPORTS PROGRAMMING 4 BASEBALL FIELDS 1 SOCCER FIELD
REMOVE EXISTING PARKING LOT & PAVEMENT
RENOVATE EXISTING PLAYGROUND & SPRAY POOL
N. HARDING AVE.
N. AVERS AVE.
W. SCHUBERT ST.


W. DIVERSEY AVE.
FACADE & LANDSCAPE IMPROVEMENTS TO NATATORIUM BUILDING
REMOVE VEHICULAR ACCESS ROUTE
MAINTAIN CURRENT SPORTS PROGRAMMING 4 BASEBALL FIELDS 1 SOCCER FIELD
REMOVE EXISTING PARKING LOT & PAVEMENT
RENOVATE EXISTING PLAYGROUND & SPRAY POOL
N. HARDING AVE.
N. AVERS AVE.
W. SCHUBERT ST.

Next Steps

- Identify funding

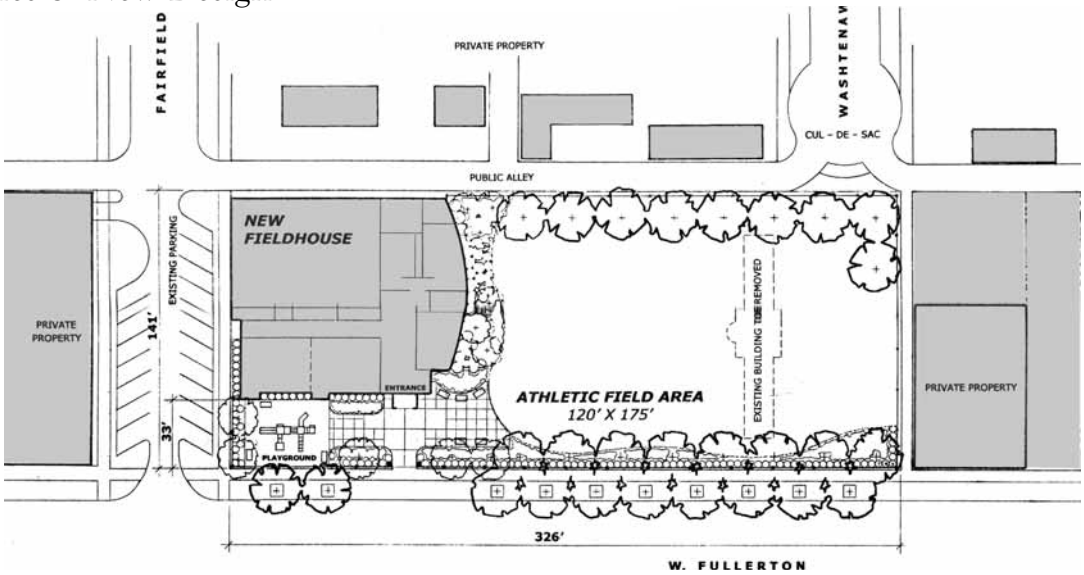
10. Improve and Expand Haas Park

The Park District is currently working on a plan that includes closing Washtenaw Avenue to expand the park, redeveloping the playground and athletic field area, demolishing the existing field house and building a field house with a gym, clubrooms, lockers, and office space. This plan maximizes the amount of green space and provides an improved field house.

Potential new open space**: 0.22 acres**

Existing Conditions

Examples of New Design



Next Steps

- Investigate all opportunities to expand the park.

11. Reconfigure Brentano Campus Park

Brentano Campus Park was developed four years ago to provide open space for children attending the school and living nearby. It is already showing signs of overuse. The playground developed as part of the campus park is off the school grounds and not up to current standards. Revisit the design to increase and enhance the open space opportunities. Changes could include replacing the grassy field with artificial turf, moving the teacher parking off site to the playground location and building a playground on the campus grounds, and developing a nature garden in the grounds.

Potential new open space: **TBD**

Existing Conditions

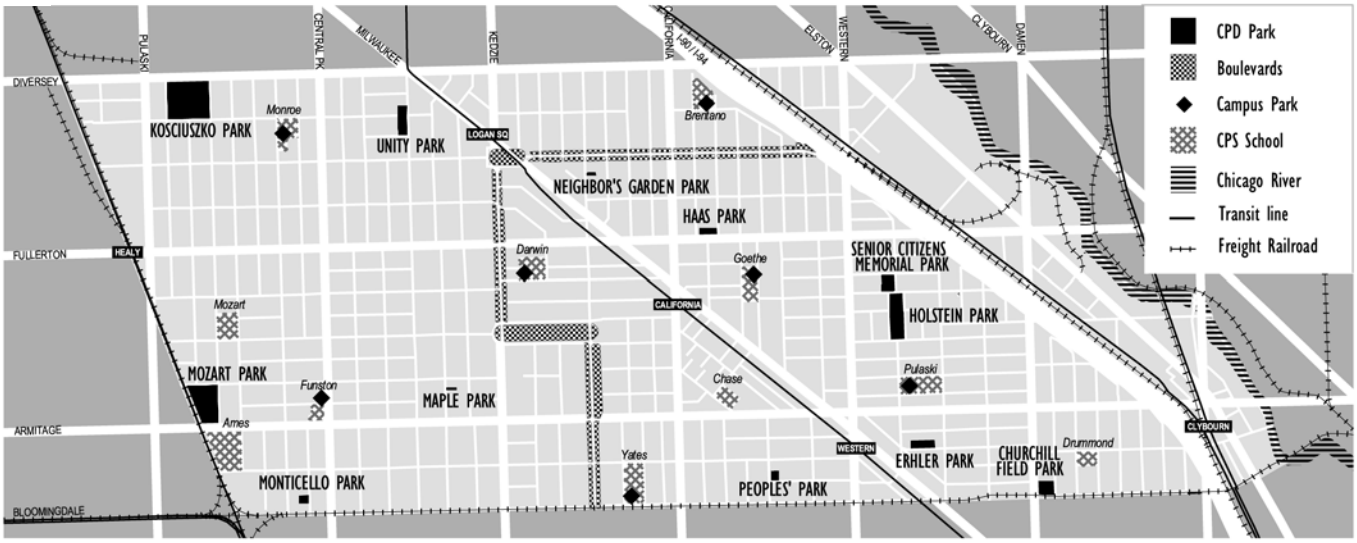
Examples of New Design

Next Steps

- Include upgrades to Brentano School in 2006 Campus Park Program.

Appendix I-Existing Open Space

EXISTING OPEN SPACE



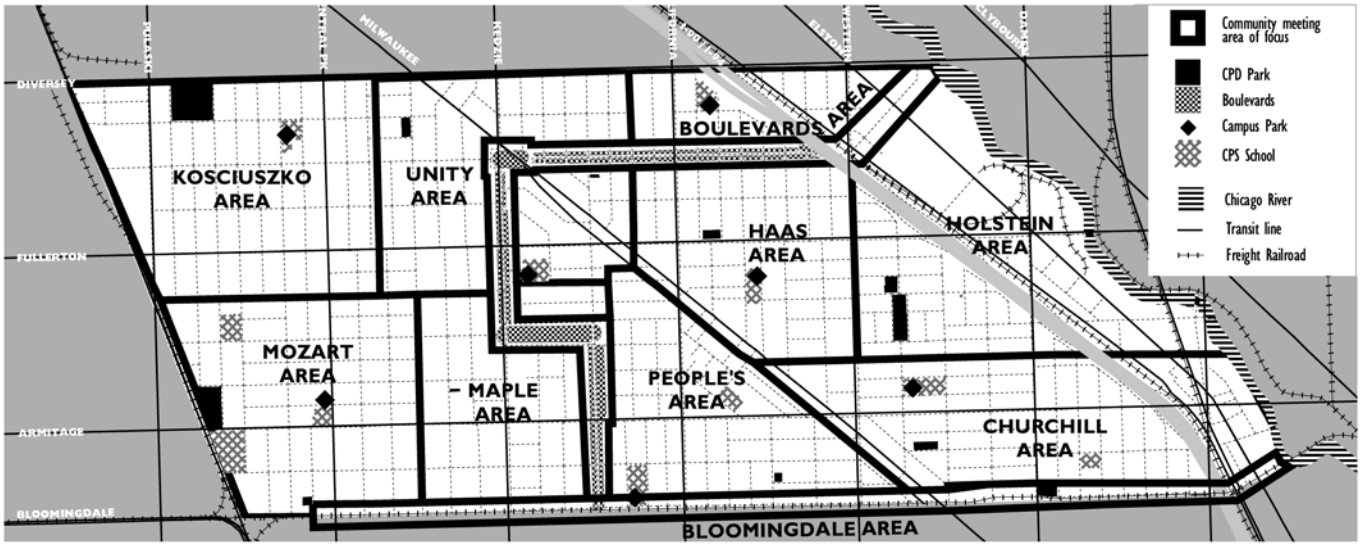
PARK NAME	ADDRESS	ACREAGE
KOSCIUSZKO PARK	2732 N Avers Ave	9.00
HAAS PARK	2402 N Washtenaw Ave	0.83
SENIOR CITIZENS MEMORIAL PARK	2238 N Oakley Ave	1.09
HOLSTEIN PARK	2200 N Oakley Ave	3.28
MOZART PARK	2036 N Avers Ave	4.99
MAPLE PARK	2047 N Spaulding Ave	0.16
ERHLER PARK	2230 W Cortland Ave	0.98
PEOPLES' PARK	2554 W Moffat St	0.38
CHURCHILL FIELD PARK	1825 N Damen Ave	1.39
WALSH PARK	1722 N Ashland Ave	2.14
MONTICELLO PARK	1814 N Monticello Ave	0.42
UNITY PARK	2636 N Kimball Ave	0.94
NEIGHBOR'S GARDEN PARK	2533 N Sacramento Ave	0.15
	TOTAL PARK ACREAGE:	25.74

BOULEVARD SYSTEM OPEN SPACE	LOCATION	ACREAGE
Logan Boulevard	from 2450 W to 3200 W	10.09
Logan Square	Kedzie/Logan blvds	2.42
Kedzie Boulevard	from 2200 N to 2600 N	5.59
Palmer Square	Palmer St./Kedzie & Humboldt blvds	7.91
Humboldt Boulevard	from 1800 N to 2200N	8.21
	Total OS acreage within the boulvards:	34.22

SCHOOL	ADDRESS	ACREAGE
Brentano Math & Science Academy	2723 N Fairfield Ave	0.99
Charles R. Darwin School	3116 W Belden Ave	0.66
Frederick Funston School	2010 N Central Park Ave	1.03
J.W. Von Goethe School	2236 N Rockwell St	1.12
James Monroe School	3651 W Schubert Ave	0.37
Casimir Pulaski Community Academy	2230 W McLean Ave	0.94
Richard Yates Elementary School	1839 N Richmond St	0.92
	Total OS acreage in Campus Parks	6.02

Appendix II-Public Meetings

COMMUNITY MEETINGS AREA OF FOCUS



LOGAN SQUARE OPEN SPACE PLAN - Public Meetings

Approximately 450 community residents were involved in the Logan Square Open Space Forum (12 community meetings)

Area of focus	Date	Audience / Groups	Attendance	Topic
ENTIRE COMMUNITY AREA	11/14/02	Logan Square Community Area residents	Approx. 90 people	. Open space needs and opportunities in Logan Square
BLOOMINGDALE	1/20/03	Logan Square Community Area residents	Approx. 60 people	. Potential transformation of the abandoned Bloomingdale Railroad Line embankment into a Linear Park (design, access points, connections, security) . Open Space opportunities adjacent to the railroad embankment ("Best Use," design)
CHURCHILL PARK AREA	1/28/03	Residents from Churchill Park Sub-area residents (east-south-east of Logan Square Community Area)	Approx. 20 people	. Open Space Needs & Opportunities in Churchill Park Sub-area. . Best use and design for open space opportunity sites identified by the audience. . Planning issues, potential design & access points for the section of the Bloomingdale Line located in the sub-area.
MOZART PARK AREA	1/30/03	Residents from Mozart Park Sub-area residents (south-west of Logan Square Community Area)	8 people	. Open Space Needs & Opportunities in Mozart Park Sub-area. . Best use and design for open space opportunity sites identified by the audience. . Planning issues, potential design & access points for the section of the Bloomingdale Line located in the sub-area.
BOULEVARDS AREA	2/4/03	Residents from the community area living on the blocks adjacent to the Boulevards	Approx. 30 people	. The Boulevards as an Open Space feature for the neighborhood

Area of focus	Date	Audience / Groups	Attendance	Topic
PEOPLE'S PARK AREA	2/5/03	Residents from People Park Sub-area residents (South East of Logan Square Community Area)	2 people	. Open Space Needs & Opportunities in People's Park Sub-area. . Best use and design for open space opportunity sites identified by the audience. . Planning issues, potential design & access points for the section of the Bloomingdale Linear Park located in the sub-area.
MAPLE PARK AREA	2/6/03	Residents from Maple Park Sub-area residents (south-west of Logan Square Community Area)	3 people	. Open Space Needs & Opportunities in Maple Park Sub-area. . Best use and design for open space opportunity sites identified by the audience.
KOSCIUSZKO PARK AREA	2/11/03	Residents from Kosciuszko Park Sub-area residents (north-west of Logan Square Community Area)	15 people	. Open Space Needs & Opportunities in Kosciuszko Park Sub-area. . Best use and design for open space opportunity sites identified by the audience. . Design issues at Kosciuszko Park.
HOLSTEIN PARK AREA	2/13/03	Residents from Holstein Park Sub-area residents (east of Logan Square Community Area)	12 people	. Open Space Needs & Opportunities in Holstein Park Sub-area. . Best use and design for open space opportunity sites identified by the audience + IDOT parcels (along expressway) . Design issues at existing parks
HAAS PARK AREA	2/19/03	Residents from Haas Park Sub-area residents (south-east of Logan Square Community Area)	Approx. 30 people	. Neighborhood park opportunities through new property acquisition, reuse of vacant lots and expansion of current parks . River access
UNITY PARK AREA	3/17/03	Residents from Unity Park Sub-area residents (north of Logan Square Community Area)	40 people	. Logan Square design issues - CDOT round-about proposal . CTA site use
ENTIRE COMMUNITY AREA	8/26/03	Logan Square Community Area residents	Approx. 130 people	. Open Space recommendations for the community based on the ideas gathered over the open space forum described above

Appendix III-Public Meetings Attendees List

Name	Organization
John Aaberg	
Chuck Abraham	
Michael Adreani	
Ruth Alanis	(Austin Special TR – Program)
MaryJo Ali	
Elis Amil	
Cipriano Ancheta	
Brice Anderson	
Carl & Jeannie Anderson	
Warren & Lynda Antman	
Maria Arcos	
Michael Ashfield	
James Audrain	
Dennis Banning	(LSRA Community Garden)
Walt & Kay Barnhart	
Ben Barron	
Alisa Baum	
Deborah Bayly	
Rose Becerra	(Logan Square Neighborhood Assoc.)
Aliza Becker	
Barbara Becker	
Steve Beiser	
Teresa Bekker	
Teresa Bekkez	
Jamie Bender	
Eva Bergant	(BCO Park)
James Bibel	
Karen Black	
Rod Blagojevich	
Richard Blender	(Wilkinson Blender Architecture)
William Blok	(HAPS)
Earl Bockenfeld	
Jennifer Bojanowski	
Cindy Bolchof	
Teo Bolchof	
Bobbie Bolocivch	
Jennifer Bonanaowkski	
Ray Borja	
The Boulevard Café	
Virginia Breclaw	
Ann Breen-Greco	
Bart Brown	
Daisy Brown	(4900 & 5000 Bloomingdale B.C.)
Finley Brown	
Steve Brown	
Carl Buffalini	
Angel Burgos	
Julie Burros	
Michael Burton	(Logan Square Depavers Alliance)
Eric Bushonville	
Amelia Caban	
Jim Cacciacarro	
Jeff Cada	
Robert & Carmen Cadiz	
Steve Caig	
Flora Calabrese	
Pat Calabrese	
Mary & Keith Campbell	
Becky Campouerde	

Name	Organization
Nydia Castillo	(Brentano School – Asst. Principal)
David Cedeno	
Center Portion Gallery	
Adam Cerars	(Erhler Park Advisory Council)
Lora Chamberlais	
Bucktown	
David Chandler	(Center for Neighborhood Technology)
Renee Chester	(Friends of the Parks)
Joe Chouonard	
Gilmer Chumpitaz	
Payton Chung	(West Town Bike Advisory Council)
Ann Cibulskis	
Herman Clark	
Patrick Clark	
Ronald Clarke	
Bryan Clayton	
John Coats	
Hugh Collins	
Vilma Colom	(35th Ward)
Frank Colon	(BCF)
Rey Colon	
John Concannon	
Thomas & Maribeth Conley	
Edward & Linda Conway	
Robert Copple	
M. Correa	(Logan Sq. Neighborhood Assoc.)
Juan Cortez	
Larry Cotter	(2800 N. Christiana Block Club)
Lew Coulson	(Logan Sq. Pres – EDC)
Christine Crandall	
Nyria Crespo	(Logan Sq. Library Reading Garden)
Joe Crute	
Ramon Cuni	
Peter Cunningham	
Tom Cunningham	
Kristina del Valle	
Israel Diaz, Jr.	
Ivette Diaz	
Rhessa Diaz	
Joseph & Catalina DiCara	
Mark Diserio	
Donna Dluzak	(Holstein Park Advisory Committee)
Peggy Doerr	
Bill Donahue	
Paula Donato	
Glenna Doose	
Terry Dowd	
Clara Dragonows	
Peter Draper	
Cece Drazek	(EDC of Logan Square)
Cindy Drozd	
Susan Duffey	
Julie Dworuin	
Laurene Dye-Colon	
Alex & Betty Dziubinski	
Ebarvia	
John Edel	
Arthur Edelstein	
Stanley Edwards	

Name	Organization
Edwin Eisendrath	
Joann Elam	(Logan Sq. Library Reading Garden)
Joann Elan	
Betsy Elsaesser	(Logan Square Preservation)
Bruce Embrey	
Paul Esling	
Bryan & Temistocles Espino	
Hank Estrada	
Maurice Farbstein	
John Farley	
Fran & Trudie Fazio	
Bob Feigenheimer	
Nancy Ferguson	
Jeff Ferrara	
Tiffiny & Anthony Flaim	
Emily Flax	
Carol Fletcher	
Thomas Flynn	
Mike Foley	
John Foote	(The Boulevard Café)
David Foust	
John Fritchey	
Alyssa Fron	
Christoher Gagnon	
Glen & Melanie Gahan	
Migdalia Galarza	(Neighbors Garden)
Gill Galicia	
Kimvberly Garbacz	
Teresa Garcia	(Kosciuzko Park)
Larry Garrett	(West Logan Block Club)
Marc Gartler	
Grace Gauss	
Beth Goldberg	
Anamari Golf	
Lucy Gomez-Feliciano	(LSNA)
Kristin Gonnella	
Elisabeth Gonzalez	(Chase School)
George Gonzalez	
Hector Gonzalez	
Nelson Gonzalez	
Raquel Gonzalez	(Brentano School)
Julia Goode	(Swan Black Club)
Steven Gordon	
Thomas Grace	
Colleen Greco	
Susan Gregoire	
Adam Grzegorczyk	
Gary Grzeslo	
Carlos Guevala	
Jim Gustafson	(Logan Sq. Pres – EDC)
Meg Gustgam	
Richard Guzman-Barron	
Christine Haizel	
Sally Hamann	(East Logan Neighbors)
Russ Hanley	
Nancy Hanna	
Stacy Harris	(Logan Square Preservation)
Bob Harrison	
Christine Harrison	
John Hastie	
Jonathan Healy	
Martin Heilmann	
Mark Heller	(Unity Park)
Ben Helphand	(Center for Neighborhood Technology)
Ben Helphaud	(Friends of Bloomingdale Line)

Name	Organization
Joe Hendrix	(Logan Sq. Library Reading Garden)
Gretchen Henninger	
P.J. Henson	
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See Appendix III

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